

**FOR FURTHER INFORMATION CONTACT:** Mr. Nelson Gordy, Office of Market Incentives, National Highway Traffic Safety Administration, room 5313, 400 Seventh Street SW., Washington, DC 20590. (202) 366-4797.

**SUPPLEMENTARY INFORMATION:** On November 18, 1992, NHTSA published in the *Federal Register* (57 FR 54351) a request for comments in order to obtain information that will assist it in developing proposed regulations to implement the American Automobile Labeling Act. That Act amended Title II of the Motor Vehicle Information and Cost Savings Act to require that all new passenger cars (regardless of weight), and all multipurpose passenger vehicles and light duty trucks that are rated at 8,500 pounds gross vehicle weight or less, manufactured on or after October 1, 1994, bear labels providing information regarding the extent to which their parts are of domestic origin.

NHTSA requested comments by December 28, 1992. The November 1992 document also announced a public meeting to receive oral comments, which was held on December 17, 1992.

NHTSA received three petitions requesting that the comment period be extended by at least 30 days. The first petition was submitted by the Motor Vehicle Manufacturers Association (now the American Automobile Manufacturers Association, AAMA) on December 2, 1992. This organization, which represents Chrysler, Ford, and General Motors, stated that the combination of a short (45-day) comment period and the automobile industry's traditional use of December as a vacation month, did not leave sufficient time for its members to provide detailed responses to the request for comments. AAMA also stated that the original deadline provided its members insufficient time subsequent to the December 17, 1992 public meeting to review all testimony presented, and respond adequately. This petitioner requested an extension of the comment period until January 28, 1993.

Petitions from the Association of International Automobile Manufacturers, Inc. (which represents 21 European and Japanese manufacturers) and the Japan Automobile Manufacturers Association, submitted on December 7, and December 16, 1992, respectively, gave virtually identical reasons for requesting the extension of the comment period. One petitioner requested a 30-day extension, the other requested an extension until January 31, 1993.

After consideration of the three petitions, NHTSA has decided to extend

the comment period by two weeks. While the agency initially believed that a 45-day comment period was sufficient, it agrees that additional time is warranted given the complex nature of the questions asked in the request for comments, the fact that the original closing date fell within a vacation period for the automobile industry, and the petitioners' desire to respond to arguments made at the December 17 public meeting. NHTSA also believes that the more detailed comments that interested persons will be able to provide as a result of the extension will be useful to the agency in developing proposed rules. The agency believes that a two-week extension, with a closing date of January 11, will provide sufficient time, past the holiday season, for all parties to prepare comments. Given the time constraints inherent in the rulemaking at issue, especially the need to have a final rule in place in sufficient time to enable manufacturers to comply with it by October 1, 1994, the agency has concluded that a longer extension would be inappropriate.

Issued on: December 21, 1992.

Barry Felrice,  
Associate Administrator for Rulemaking.  
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## INTERSTATE COMMERCE COMMISSION

### 49 CFR Part 1057

[Ex Parte No. MC-43 (Sub-No. 20)]

#### Petition To Amend Lease and Interchange of Vehicles Regulations—Household Goods Carriers

**AGENCY:** Interstate Commerce Commission.

**ACTION:** Proposed rule; extension of comment due date.

**SUMMARY:** By decision served November 9, 1992 (57 FR 53463, November 10, 1992), the Commission requested comments by December 10, 1992, on its proposal to amend written lease requirements by adding language explaining the intent of existing regulations applicable to household goods motor carriers. By petitions filed December 9, 11 and 17, 1992, respectively, the Institute for Injury Reduction (IIR), Dr. Salwa H. Hanna, M.D., and Congresswoman Pat Schroeder request extensions of the comment due date. IIR and Dr. Salwa request 60-day extensions, and Congresswoman Schroeder requests a 30-day extension. IIR states it needs

additional time due to the press of its seasonal Toy Safety/Injury Prevention activities. Petitioners all state they have not had an opportunity to fully review the proposal and did not become aware of the rulemaking proposal until very recently.

By letter filed December 10, 1992, Senator Bob Graham filed a request on behalf of Donna Michaud-Berger. Ms. Michaud-Berger's comments were filed with the Commission on December 8, 1992. Accordingly, Senator Bob Graham's extension request is moot.

In view of the number of persons seeking an extension, and the Commission's interest in permitting all interested persons to participate, a 60-day extension will be granted.

**DATES:** Comments are due on February 8, 1993.

**ADDRESSES:** Send an original and 10 copies of comments, referring to Ex Parte No. MC-43 (Sub-No. 20), to: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, Washington, DC 20423.

**FOR FURTHER INFORMATION CONTACT:** Jessie Hodge, (202) 927-5302 or Richard Felder, (202) 927-5610. [TDD for hearing-impaired: (202) 927-572.]

Decided: December 17, 1992.

By the Commission.

Sidney L. Strickland, Jr.,  
Secretary.

[FR Doc. 92-31554 Filed 12-28-92; 8:45 am]  
BILLING CODE 7035-01-M

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration (NOAA)

#### 50 CFR Parts 672, 675, and 676

[Docket No. 921114-2314]

RIN 0648-AD19

#### Pacific Halibut Fisheries; Groundfish of the Gulf of Alaska; Groundfish of the Bering Sea and Aleutian Islands; Limited Access Management of Fisheries off Alaska

**AGENCY:** National Marine Fisheries Service (NMFS), NOAA, Commerce.

**ACTION:** Proposed rule; correction.

**SUMMARY:** This action corrects a proposed rule that appeared in the *Federal Register* on December 3, 1992 (57 FR 57130). The proposed rule would allocate fishing privileges for Pacific halibut in and off of Alaska, and would implement proposed Amendment 15 to the Fishery Management Plan (FMP) for the Groundfish Fishery of the Bering

Sea and Aleutian Islands (BSAI) Area and proposed Amendment 20 to the FMP for Groundfish of the Gulf of Alaska (GOA). This correction is necessary to inform the public of editorial errors made in the proposed rule, and to more accurately reflect the intent of the North Pacific Fishery Management Council (Council) in recommending this individual fishing quota (IFQ) management regime to the Secretary of Commerce.

**DATES:** Comments must be received at the following address no later than January 11, 1993.

**ADDRESSES:** Comments may be sent to Ronald J. Berg, Chief, Fisheries Management Division, Alaska Region, NMFS, P.O. Box 21668, Juneau, AK 99802, Attention: Lori J. Gravel, or delivered to 9109 Mendenhall Road, suite 6, Juneau, Alaska.

**FOR FURTHER INFORMATION CONTACT:** Jay J. C. Ginter, Fishery Management Biologist, Alaska Region, NMFS at (907) 586-7228.

**SUPPLEMENTARY INFORMATION:** A proposed rule was published in the Federal Register on December 3, 1992 (57 FR 57130), that would allocate future total catch quotas of Pacific halibut and sablefish among individual fishermen. Each quota share (QS) would represent a transferable harvest privilege, within specified limitations, and could be converted annually into an IFQ. This correction is necessary to inform the public of editorial errors made in the proposed rule. These errors resulted primarily from oversight in drafting and reviewing proposed rule text as evidenced by comparison with the Council's motion to approve the IFQ program and the council's proposed FMP amendment language.

The published text under Vessel Categories on page 57134, second column, incorrectly indicates that QS would be assigned to only one vessel category. However, a person could qualify for QS in more than one vessel category in different areas. In addition, persons who owned or leased two or more vessels in different vessel categories during their most recent year of participation during the qualification years would have QS allocated in separate vessel categories in proportion to their catch history in those categories. This provision is clearly stated in the

Council's motion, proposed FMP amendment text, and the proposed rule text at § 676.20(c)(6). The incorrect language was published due to drafting oversight (see paragraph 1 below).

The published text under Limits on IFQ Harvests by Vessels on page 57137, third column, incorrectly indicates one-half of one percent. The originally published text is not consistent with the language of the Council's motion which states one percent in area 2C. Hence, this correction is necessary to implement Council intent accurately and correct a drafting error (see paragraph 2 below). To be consistent with this noted correction, the second column on page 57150 should also refer to one percent in area 2C (see paragraph 6 below).

The incorrect figures of 50,000 pounds and 23 mt used in the example on page 57138, first column, resulted from calculations using the incorrect one-half of one percent noted in the paragraph above. The example weights should be recalculated to be 100,000 pounds and 45 mt (see paragraph 3 below).

The drafting error under the definition of Sablefish CDQ Reserve on page 57145, first column, resulted from confusing 12 percent, which is used in a different context relevant to the sablefish community development quota (CDQ), with 20 percent. The proposed FMP amendment text states that 20 percent of the sablefish fixed-gear total allowable catch (TAC) should be withheld for purposes of the CDQ. Of the CDQ amount, not more than 12 percent should be allocated to a single community. This correction will make the proposed definition consistent with Council intent and with related proposed rule and preamble text (see paragraph 4 below).

Under paragraph (c) Assignment of QS to vessel categories on page 57148, first column, 1985 is changed to read 1988. This is an editorial change that makes the proposed rule text internally consistent. If a person's most recent year of making fixed gear landings of groundfish or halibut was prior to 1988, then that person would not qualify for an allocation of QS and the assignment of QS to a vessel category would be moot (see paragraph 5 below).

In rule document 92-29193 beginning on page 57130 in the issue of Thursday, December 3, 1992, make the following corrections:

1. On page 57134, second column, under Vessel Categories, the first sentence should read: "Each person eligible to receive QS would have it assigned to one or more of four vessel categories."

2. On page 57137, third column, under Limits on IFQ Harvests by Vessels, second paragraph, the second sentence should read: "In regulatory area 2C, the vessel restriction would limit harvests to no more than one percent of the halibut catch limit for this area."

3. On page 57138, first column, the first sentence should read: "Therefore, the vessel catch limit under the proposed rule would have been 100,000 pounds (45 mt)."

#### § 676.11 [Corrected]

4. On page 57145, first column, under the definition of Sablefish CDQ Reserves, the first sentence should read: "Sablefish CDQ Reserve means 20 percent of the sablefish fixed gear TAC for each subarea in the Bering Sea and Aleutian Islands management area for which a sablefish TAC is specified."

#### § 676.20 [Corrected]

5. On page 57148, first column, under Assignment of QS to vessel categories, paragraph (c), the first sentence should read: "Each qualified person's QS will be assigned to a vessel category based on the length of vessel(s) in which that person made fixed gear landings of groundfish or halibut in the most recent calendar year during the period 1988 through September 25, 1991, and the product type landed."

#### 676.22 [Corrected]

6. On page 57150, second column, under Vessel limitations, paragraph (h)(1), lines 4 and 5 should read: "\* \* \* \* \* used to harvest more than one percent (0.01) of the halibut catch limit \* \* \* \* \*"

Dated: December 22, 1992.

Samuel W. McKeen,

Acting Assistant Administrator for Fisheries,  
National Marine Fisheries Service.

[FR Doc. 92-31561 Filed 12-23-92; 12:18 pm]

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