

**ALTERNATIVE 1 TO FIGURE 2—  
[PART I]**

Figure 2—[Part I]—DOT Quality Grades

TREADWEAR  
TRACTION AA A B C  
FUEL ECONOMY A B C

**ALTERNATIVE 2 TO FIGURE 2—  
[PART I]**

TREADWEAR  
TRACTION AA A B C  
FUEL ECONOMY

**ALTERNATIVE 1 TO FIGURE 2—  
[PART II]**

[Part II] \* \* \*

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FUEL ECONOMY

The fuel economy grade gives a relative value of the tire's potential to affect a motor vehicle's fuel economy. For example, a vehicle with four tires rated "A" for fuel economy would have lower rolling resistance and therefore greater fuel efficiency than a vehicle with four tires rated "B" or "C". Saving fuel reduces carbon dioxide emissions which contribute to global warming. It should be noted, however, that actual fuel savings depend on driving habits, proper vehicle and tire maintenance, proper tire inflation pressure, road conditions, and climate. The fuel economy grade is based on testing the tire for rolling resistance under controlled conditions using specified test procedures. Only tires of the size appropriate for your car should be compared.

**[ALTERNATIVE 2 TO FIGURE 2—  
[PART II]**

[Part II] \* \* \*

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FUEL ECONOMY

The fuel economy grade gives a relative value of the tire's potential to affect a motor vehicle's fuel economy. For example, a vehicle with four tires rated "2%" for fuel economy would achieve 2% higher fuel economy than a vehicle with four tires rated "0%." A vehicle with two tires rated "2%" and two tires rated "0%" would achieve 1% higher fuel economy than a vehicle with four tires rated "0%." Saving fuel reduces carbon dioxide emissions which contribute to global warming. It should be noted, however, that actual fuel savings depend on driving habits, proper vehicle and tire maintenance, proper tire inflation pressure, road conditions, and climate. The fuel economy grade is based on testing the tire for rolling resistance under controlled conditions using specified test procedures. Only tires of the size appropriate for your car should be compared.

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Issued on May 17, 1995.

**Barry Felrice,**

*Associate Administrator for Safety  
Performance Standards.*

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**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric  
Administration**

**50 CFR Part 675**

[Docket No. 950206040-5040-01; I.D.  
051595J]

**Groundfish of the Bering Sea and  
Aleutian Islands Area; Apportionment  
of Reserve**

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

**ACTION:** Apportionment of reserve;  
request for comments.

**SUMMARY:** NMFS proposes to apportion  
reserve to certain target species in the  
Bering Sea and Aleutian Islands  
management area (BSAI). This action is  
necessary to allow for ongoing harvest  
and account for previous harvest of the  
total allowable catch (TAC). It is  
intended to promote the goals and  
objectives of the North Pacific Fishery  
Management Council.

**DATES:** Comments must be received at  
the following address no later than 4:30  
p.m., Alaska local time June 7, 1995.

**ADDRESSES:** Comments may be sent to  
Ronald J. Berg, Chief, Fisheries  
Management Division, Alaska Region,  
NMFS, 709 W. 9th, Room 453, Juneau,  
AK 99801 or P.O. Box 21668, Juneau,  
AK 99802, Attention: Lori Gravel.

**FOR FURTHER INFORMATION CONTACT:** Nick  
Hindman, 907-586-7228.

**SUPPLEMENTARY INFORMATION:** The  
groundfish fishery in the U.S. BSAI  
exclusive economic zone is managed by  
NMFS according to the Fishery  
Management Plan for the Groundfish  
Fishery of the Bering Sea and Aleutian  
Islands Area (FMP) prepared by the  
North Pacific Fishery Management  
Council under authority of the  
Magnuson Fishery Conservation and  
Management Act. Fishing by U.S.  
vessels is governed by regulations  
implementing the FMP at 50 CFR parts  
620 and 675.

The Director, Alaska Region, NMFS,  
has determined that the initial TACs  
specified for pollock, Greenland turbot,  
and Pacific ocean perch (POP) in the  
Bering Sea (BS) subarea; for pollock,  
Greenland turbot, POP, and sharpchin/  
northern rockfish in the Aleutian  
Islands (AI) subarea; for Atka mackerel  
in the combined Eastern Aleutian  
District and BS subarea; for Atka  
mackerel in the Central and Western  
Aleutian Districts; and for Pacific cod,  
arrowtooth flounder, and the "other

species" category in the BSAI; need to  
be supplemented from the non-specific  
reserve in order to continue operations  
and account for prior harvest.

Therefore, in accordance with  
§ 675.20(b), NMFS proposes to  
apportion from the reserve to TACs for  
the following species: (1) For the Bering  
Sea subarea—93,750 metric tons (mt) to  
pollock, 700 mt to Greenland turbot,  
and 277 mt to POP; (2) for the AI  
subarea—4,245 mt to pollock, 350 mt to  
Greenland turbot, 1,575 mt to POP; and  
765 mt to sharpchin/northern rockfish;  
(3) for the combined Eastern Aleutian  
District and BS subarea—2,025 mt to  
Atka mackerel; (4) for the Central  
Aleutian District—7,500 mt to Atka  
mackerel; (5) for the Western Aleutian  
District—2,475 mt to Atka mackerel;  
and (6) for the BSAI—37,500 mt to  
Pacific cod, 1,534 mt to arrowtooth  
flounder, and 3,000 mt to the "other  
species" category.

These proposed apportionments are  
consistent with § 675.20(a)(2)(i) and do  
not result in overfishing of a target  
species or the "other species" category,  
because the revised TACs are equal to  
or less than specifications of acceptable  
biological catch.

Pursuant to § 675.20(a)(3)(i) the  
proposed apportionments of pollock are  
allocated between the inshore and  
offshore components: (1) For the BS  
subarea - 32,812 mt to vessels catching  
pollock for processing by the inshore  
component and 60,938 mt to vessels  
catching pollock for processing by the  
offshore component; (2) for the AI  
subarea—1,486 mt to vessels catching  
pollock for processing by the inshore  
component and 2,759 to vessels  
catching pollock for processing by the  
offshore component.

Pursuant to § 675.20(a)(3)(iv) the  
proposed apportionment of the BSAI  
Pacific cod TAC is allocated 750 mt to  
vessels using jig gear, 16,500 mt to  
vessels using hook-and-line or pot gear,  
and 20,250 mt to vessels using trawl  
gear.

In accordance with the 1995 final  
specifications for the BSAI (FR 60 8479,  
February 14, 1995) the allocation of  
Pacific cod to hook-and-line/pot gear  
will result in seasonal apportionments  
as follows: For the period January 1  
through April 30—80,300 mt, for the  
period May 1 through August 31—  
20,900 mt, and for the period September  
1 through December 31—8,800 mt.

**Classification**

This action is taken under 50 CFR  
675.20 and is exempt from review under  
E.O. 12866.

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

Dated: May 17, 1995.

**Richard W. Surdi,**

*Acting Director, Office of Fisheries  
Conservation and Management, National  
Marine Fisheries Service.*

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