

retooling door frames and door jambs to provide a flat surface necessary for the secure attachment of metal certification labels. Commenters reported that it currently takes on the average of five to ten minutes to imprint a nonmetallic certification label and install it on a vehicle. The time expenditure predicted for the installation of metal labels was substantially the same, although one commenter noted that additional time would be required to drill the four holes necessary to rivet the label to the vehicle. Based on a total annual production of more than 250,000 vehicles with a GVWR over 10,000 lbs., the NTEA estimated additional material and labor costs approaching twelve million dollars if metal certification labels were required.

Most comments stated that it would be design restrictive to specify the material composition, size, and thickness of certification labels, as well as the height or depth of the characters on those labels, and that these matters should be left up to the vehicle manufacturer, who should have freedom to adapt the labelling requirements to individual circumstances. Most comments further stated that there is no need to specify information other than what is currently required on certification labels. Most comments also recognized that there is a greater need for preserving a vehicle's VIN than the other information found on its certification label.

IV. Agency Decision

After reviewing these comments, NHTSA has decided to terminate rulemaking to require the standardized display of a permanent metal certification label for all motor vehicles weighing more than 4,536 kg (10,000 lb). In light of the comments, it is not clear that a significant problem exists with respect to the preservation of GVWR and VIN information on commercial vehicles. Even if such a problem did exist, the comments reveal that it may be attributed to the deliberate removal of certification labels by unscrupulous operators, or the inadvertent failure to install labels by final stage manufacturers, circumstances that would not be addressed by the

proposed rule. Moreover, the comments reveal that it would be more costly for manufacturers to prepare and install metal certification labels in place of the labels in current use, and that metal labels may be more easily removable, potentially exacerbating the problems faced by law enforcement officers in attempting to ascertain a commercial vehicle's GVWR and VIN.

Issued on: June 19, 1995.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 649, 650, and 651

[I.D. 061495A]

New England Fishery Management Council; Meeting

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

ACTION: Public meeting.

SUMMARY: The New England Fishery Management Council (Council) will hold a 2-day public meeting to consider actions affecting New England fisheries in the exclusive economic zone.

DATES: The meeting will begin on Wednesday, June 28, 1995, at 10 a.m. and on Thursday, June 29, 1995, at 8:30 a.m.

ADDRESSES: The meeting will be held at the King's Grant Inn, Route 128 and Trask Lane, Danvers, MA 01923; telephone: (508) 774-6800. Requests for special accommodations should be addressed to the New England Fishery Management Council, 5 Broadway, Saugus, MA 01096-1097; telephone: (617) 231-0422.

FOR FURTHER INFORMATION CONTACT: Douglas G. Marshall, Executive Director, (617) 231-0422.

SUPPLEMENTARY INFORMATION: The June 28, 1995, session will begin with a Groundfish Committee report on the development of management alternatives for inclusion in Amendment 7 to the Fishery Management Plan for the Northeast Multispecies Fishery (FMP). At this meeting, the Council will finalize proposals to address severely overfished groundfish stocks in the Northeast for public hearing purposes. The Council has identified this agenda item as the priority for this meeting. All other subjects will be addressed only after groundfish discussions are concluded.

If time allows, the following will be discussed at this meeting: Progress on the development of an FMP amendment to allow consolidation of fishing days now allocated to individual vessels in the Atlantic sea scallop fleet; approval of an American lobster stock rebuilding/effort reduction program for review at public hearings; details associated with the draft FMP for Monkfish, such as limited entry criteria, the basis for limited access fishery quotas and trip limits to control bycatch; work to date on an industry proposal to conduct a demonstration project involving sea scallop research, enhancement and aquaculture; and the current structure and role of the Council's advisory committees.

The Council also may hear reports from the Chairman, Council Executive Director, NMFS Regional Director, Northeast Fisheries Science Center liaison, Mid-Atlantic Fishery Management Council liaison, and representatives from the U.S. Coast Guard and the Atlantic States Marine Fisheries Commission.

This meeting is physically accessible to people with disabilities. Requests for sign language interpretation or other auxiliary aids should be directed to Douglas G. Marshall (see **ADDRESSES**) at least 5 days prior to the meeting date.

Dated: June 19, 1995.

Richard W. Surdi,

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

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