

effect was published in the Federal Register of May 4, 1981 (46 FR 24950).

List of Subjects in 40 CFR Part 180

Environmental protection, Administrative practice and procedure, Agricultural commodities, Pesticides and pests, Reporting and recordkeeping requirements.

Dated: January 29, 1996.

Stephen L. Johnson,

Director, Registration Division, Office of Pesticide Programs.

Therefore, it is proposed that 40 CFR part 180 be amended as follows:

**PART 180—[AMENDED]**

1. The authority citation for part 180 continues to read as follows:

Authority: 21 U.S.C. 346a and 371.

2. By revising § 180.142 (k), to read as follows,

**§ 180.142 2,4-D; tolerances for residues.**

\* \* \* \* \*

(k) A tolerance that expires on December 31, 1998, is established for residues of the herbicide 2,4-D (2,4-dichlorophenoxyacetic acid) resulting from the preplant use of 2,4-D ester or amine in or on the raw agricultural commodity as follows:

Commodity	Parts per million
Soybeans .....	0.1

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**49 CFR Part 571**

[Docket No. 96-004; Notice 1]

**Mirror Safety Public Meeting**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This document announces a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will seek information from interested parties on the safety of mirror systems and suggestions for actions to enhance safety with respect to NHTSA's regulatory and non-regulatory mirror-

related actions. This document also invites written comments on the same subject.

**DATES: Public meeting.** The meeting will be held on March 13, 1996 at 1:30 pm. Those wishing to make an oral presentation at the meeting should contact Gary R. Woodford, at the address, telephone number, or fax number listed below, by February 29, 1996.

**Written comments.** Written comments are due by March 22, 1996.

**ADDRESSES: Public meeting.** The public meeting will be held at the following location: Royce Hotel, 31500 Wick Road, Romulus, MI 48174, near the Detroit Metro Airport.

**Written comments.** All written comments should be mailed to the Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 7th Street, SW, Washington, DC 20590. Please refer to the docket number at the top of this notice when submitting written comments.

**FOR FURTHER INFORMATION CONTACT:** Gary R. Woodford, Office of Safety Performance Standards, NHTSA, 400 7th Street, SW, Washington, DC 20590. Telephone 202-366-4931; Fax 202-366-4329.

**SUPPLEMENTARY INFORMATION:**

**Regulatory Reform**

Calling for a new approach to the way Government interacts with the private sector, President Clinton asked the Executive Branch agencies to both improve the regulatory process and seek non-regulatory means of working with our customers and partners. Specifically, the President requested that agencies: (1) Cut obsolete regulations; (2) reward results; (3) create grassroots partnerships by meeting with affected and interested parties; and (4) use consensual rulemaking more frequently. This public meeting responds to the third item by reaching out to the agency's grassroots partners with regard to the safety performance of mirrors for cars, light trucks and vans, sport utility vehicles, and heavy trucks. A separate meeting will be held to address motorcycles, including mirror issues unique to motorcycles.

Federal Motor Vehicle Safety Standard No. 111 sets minimum requirements for the performance and location of original equipment mirrors to assure that they provide drivers with a clear and reasonably unobstructed rearward field-of-view. To help NHTSA assess the need for possible enhancements to the standard and to keep abreast of new mirror developments, NHTSA has conducted

much research to identify how mirror system design influences driver performance during lane changing and merging. Specifically, the research goal has been to develop a safety relevant procedure to assess the effect of mirror image quality (e.g., distortion and minification) and field-of-view on the ability of drivers to process mirror information quickly and accurately.

Before proceeding with future research, regulatory, or other activities for improving safety through enhanced rearward vision, NHTSA is holding this outreach meeting to obtain information from its customers and partners, including drivers, inventors, mirror manufacturers, motor vehicle manufacturers, vehicle and traffic safety organizations, consumer groups, and others concerned about vehicle mirror use and design. The information is needed to help NHTSA better understand mirror safety problems that can be addressed through regulatory and non-regulatory actions by the agency working with other interested parties. The types of issues of particular interest to NHTSA include the following:

**Non-Regulatory**

1. What are the types of safety problems drivers are experiencing with current mirror systems?
2. Are drivers making proper use of current mirror systems? If not, what information could NHTSA provide to drivers and how can the agency and other groups best help to disseminate the information?
3. Are there unique needs or different patterns of use of mirrors of special driving populations, such as older persons, novice drivers, drivers with disabilities, drunk or drugged drivers, fatigued drivers, and drivers with vision problems, which original equipment or aftermarket mirrors could address? Should we inform drivers about these options to encourage their use, and if so, how? What training would be advised or required to effect a safe transition from conventional mirror systems?
4. What aftermarket mirrors exist that could reduce "blind spots," such as aspheric mirrors? Should the agency play a role in informing the public about the benefits or problems with these mirrors?
5. Are there steps the agency could take to increase consumer receptivity to using certain aftermarket mirrors?
6. Should consumers be made aware that there are market choices available in mirrors provided as original equipment?
7. Do drivers have a difficult time getting used to new mirror systems or operating multiple vehicles with

different mirror system designs? Should NHTSA take action to support better understanding and use of new mirror systems? If so, how?

8. Should NHTSA work closely with States, dealerships, private organizations such as the American Association of Retired Persons and the American Automobile Association, and other groups to get information on mirror safety problems, and encourage and disseminate information on better mirror technology? Which organizations?

9. Should a computer model that provides a standardized measure of indirect field-of-view be made available to help consumers and fleet purchasers compare field-of-view of different vehicles? What other mirror system performance characteristics should be made available to help vehicle purchasers compare rearview visibility from vehicles?

10. What other non-regulatory topics should NHTSA consider regarding mirrors and driver behavior relative to mirrors?

#### Regulatory

1. Are there near-term regulatory actions that NHTSA could take concerning vehicle mirror systems to help driver performance when changing lanes, merging, and backing?

2. Are there any agency regulations which inhibit new mirror technology that could enhance driver safety? What factors should the agency consider in not inhibiting new mirror technology?

3. Are there steps the agency should take to enhance international harmonization? What steps, and for what result?

4. What mirror performance specifications should be considered to better accommodate special populations, such as novice drivers, older drivers, drivers with disabilities, drunk or drugged drivers, fatigued

drivers, or drivers with vision problems?

5. What safety problems could be addressed with NHTSA's future research?

6. Should NHTSA undertake rulemaking to expand market choices for original equipment mirrors, such as automatic dimming mirrors?

7. What other regulatory topics should NHTSA consider regarding mirrors and driver behavior relative to mirrors?

NHTSA seeks the public's views on these and related issues concerning mirror technology, driver education and information, and how the driver interacts with the mirror system. Suggestions should be accompanied by a rationale for the action and the expected benefits and other consequences. Recommendations should include, where available, information on safety effects, consumer costs, regulated party costs, overall cost-effectiveness, small business effects, availability of voluntary industry standards, effects on international harmonization, and whether the action reflects a "common sense" approach to solving the problem.

The public meeting will be held at 1:30 pm on March 13, 1996. The agency's quarterly technical meeting, which focuses on NHTSA's safety performance standards, safety assurance, and other programs, is also scheduled on March 13, starting at 9:30 am, and is more fully described in a separate Federal Register notice.

#### Procedural Matters

Persons wishing to speak at the public meeting should contact Gary Woodford by the indicated date, including requests for audio-visual aids. Those speaking at the public meeting should limit their presentation to 15 minutes. However, because this meeting will be limited to one afternoon, if all speakers cannot be accommodated with a 15

minute speaking time, it may be revised to 10 minutes at the meeting. If the presentation will include slides, motion pictures, or other visual aids, the presenters should bring at least one copy to the meeting for submission to NHTSA, so that NHTSA can readily include the material in the public record.

NHTSA staff at the meeting may ask questions of any speaker, and any participant may submit written questions for the NHTSA staff, which NHTSA may, at its discretion, address to other meeting participants. There will be no opportunity for participants directly to question each other. If time permits, persons who have not requested time, but would like to make a statement, will be afforded an opportunity to do so.

A schedule of participants making oral presentations will be available at the designated meeting room. NHTSA will place a copy of any written statement in the docket for this notice. A verbatim transcript of the meeting will be prepared and also placed in the NHTSA docket as soon as possible after the meeting.

Participation in the meeting is not a prerequisite for the submission of written comments. NHTSA invites written comments from all interested parties. It is requested but not required that 10 copies be submitted.

NHTSA will continue to file relevant information in the docket as it becomes available after the closing date. It is therefore recommended that interested persons continue to examine the docket for new material.

Issued: January 30, 1996.

Barry Felrice,

*Associate Administrator for Safety Performance Standards.*

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