

PART 206—FEDERAL DISASTER ASSISTANCE FOR DISASTERS DECLARED ON OR AFTER NOVEMBER 23, 1988

3. The authority citation for Part 206 is revised to read as follows:

Authority: 42 U.S.C. 5121 *et seq.*; 42 U.S.C. 4001 *et seq.*; Reorganization Plan No. 3 of 1978, 43 FR 41943, 3 CFR, 1978 Comp., p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp., p. 376.

Subpart E—Individual and Family Grant Programs

4. Section 206.131(a) is amended by adding a sentence between the sentence ending, “* * * to reflect changes in the Consumer Price Index for all Urban Consumers,” and the sentence beginning, “The Governor or his/her designee is responsible . . .” to read as set forth below, and § 206.131(d)(1)(iii) (C) and (D) are revised to read as follows:

§ 206.131 Individual and family grant programs.

(a) * * * IFG assistance for damages or losses to real or personal property, or both, will be provided to individuals or families with those IFG-eligible losses totaling \$201 or more; those individuals with damages or losses of \$200 or less to real or personal property, or both, are ineligible. * * *

* * * * *

(d) * * *

(1) * * *

(iii) * * *

(C)(1) The State may not make a grant for acquisition or construction purposes in a designated special flood hazard area in which the sale of flood insurance is available under the NFIP unless the individual or family obtains adequate flood insurance and maintains such insurance for as long as they live at that property address. The coverage shall equal the maximum grant amount established under § 411(f) of the Stafford Act. If the grantee is a homeowner, flood insurance coverage must be maintained on the residence at the flood-damaged property address for as long as the structure exists if the grantee, or any subsequent owner of that real estate, ever wishes to be assisted by the Federal government with any subsequent flood damages or losses to real or personal property, or both. If the grantee is a renter, flood insurance coverage must be maintained on the contents for as long as the renter resides at the flood-damaged property address. The restriction is lifted once the renter moves from the rental unit.

(2) Individuals named by a State as eligible recipients under § 411 of the

Stafford Act for an IFG program award for flood damage as a result of a Presidential major disaster declaration will be included in a Group Flood Insurance Policy (GFIP) established under the National Flood Insurance Program (NFIP) regulations, at 44 CFR 61.17.

(i) The premium for the GFIP is a necessary expense within the meaning of this section. The State shall withhold this portion of the IFG award and provide it to the NFIP on behalf of individuals and families who are eligible for coverage. The coverage shall be equivalent to the maximum grant amount established under § 411(f) of the Stafford Act.

(ii) The State IFG program staff shall provide the NFIP with records of individuals who received an IFG award and are, therefore, to be insured. Records of IFG grantees to be insured shall be accompanied by payments to cover the premium amounts for each grantee for the 3-year policy term. The NFIP will then issue a Certificate of Flood Insurance to each grantee. Flood insurance coverage becomes effective on the 30th day following the receipt of records of GFIP insureds and their premium payments from the State, and terminates 36 months from the inception date of the GFIP, i.e., 60 days from the date of the disaster declaration.

(iii) Insured grantees would not be covered if they are determined to be ineligible for coverage based on a number of exclusions established by the NFIP. Therefore, once grantees/policyholders receive the Certificate of Flood Insurance that contains a list of the policy exclusions, they should review that list to see if they are ineligible for coverage. Those grantees who fail to do this may find that their property is, in fact, not covered by the insurance policy when the next flooding incident occurs and they file for losses. Once the grantees find that their damaged buildings, contents, or both, are ineligible for coverage, they should notify the NFIP in writing in order to have their names removed from the GFIP, and to have the flood insurance maintenance requirement expunged from the NFIP data-tracking system. (If the grantee wishes to refer to or review a Standard Flood Insurance Policy, it will be made available by the NFIP upon request.)

(D) A State may not make a grant to any individual or family who received Federal disaster assistance for flood damage occurring after September 23, 1994, if that property has already received federal flood-disaster assistance in a disaster declared after September 23, 1994, a flood insurance

purchase and maintenance requirement was levied as a condition or result of receiving that Federal disaster assistance, and flood insurance was, in fact, not maintained in an amount at least equal to the maximum IFG grant amount. However, if that property was determined to be ineligible for NFIP flood insurance coverage and is in a special flood hazard area located in a community participating in the NFIP, then the State may continue to make grants to those individuals or families that receive additional damage in all subsequent Presidentially declared major disasters involving floods.

(Catalog of Federal Domestic Assistance No. 83.100, “Flood Insurance”; No. 83.516, “Disaster Assistance”)

Dated: April 25, 1996.

James L. Witt,

Director.

[FR Doc. 96-10779 Filed 4-30-96; 8:45 am]

BILLING CODE 6718-02-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 96-44, Notice 01]

RIN 2127-AG30

Federal Motor Vehicle Safety Standards; Fuel System Integrity

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule, technical amendment.

SUMMARY: This document deletes several obsolete sections of Standard No. 301, “Fuel System Integrity.” They relate to (1) the standard’s general requirements in S5 as they apply to light vehicles, (2) the requirements for schoolbuses in S5.4, and (3) the requirements for fuel spillage in S5.5. These sections are obsolete because the time periods to which they specify are all in the past.

EFFECTIVE DATE: This rule is effective May 31, 1996.

FOR FURTHER INFORMATION CONTACT: For nonlegal issues: Dr. William J.J. Liu, Office of Vehicle Safety Standards, NPS-12, telephone (202) 366-4923.

For legal issues: Mr. Marvin Shaw, Office of Chief Counsel, NCC-20, (202) 366-2992. Both may be reached at the National Highway Traffic Safety Administration, 400 Seventh St., S.W., Washington, D.C., 20590.

SUPPLEMENTARY INFORMATION: Pursuant to the President’s March 4, 1995

directive, "Regulatory Reinvention Initiative," to the heads of departments and agencies, NHTSA undertook a review of all its regulations and directives. During the course of this review, the agency identified several requirements and regulations that are potential candidates for rescission. In reviewing Standard No. 301, the agency identified several obsolete sections relating to (1) the standard's general requirements in S5 as they apply to light vehicles, (2) the requirements for school buses in S5.4, and (3) the requirements for fuel spillage in S5.5. These sections are obsolete because the time periods to which they relate are all in the past. To improve the clarity and conciseness of Standard No. 301, the agency is deleting these sections from the standard.

The obsolete sections of the standard relating to certain light vehicles are S5.2 and S5.3. Paragraph S5.2 had set forth requirements for vehicles with a gross vehicle weight rating (GVWR) of 6,000 pounds or less. Paragraph S5.3 had set forth requirements for vehicles with a GVWR of more than 6,000 pounds but not more than 10,000 pounds. These weight provisions, while relevant when the Standard was enacted in 1975 are no longer relevant. Paragraph S5.1 is amended to include vehicles that were formerly addressed in S5.2 and S5.3. Paragraph S5.4 is amended to delete an outdated reference to vehicles manufactured before April 1, 1977. Paragraph S5.5 is amended to delete an outdated reference to vehicles manufactured before September 1, 1976.

NHTSA finds good cause to make this amendment effective 30 days after publication of this document. This amendment makes minor changes to Standard No. 301.

NHTSA also finds for good cause that notice and an opportunity for comment on this document are unnecessary. This document does not impose any additional responsibilities on any manufacturer. Instead, this document simply removes outdated provisions and references in the standard.

Rulemaking Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

This rulemaking document was not reviewed under E.O. 12866, "Regulatory Planning and Review." Further, this action has been determined to be not "significant" under the Department of Transportation's regulatory policies and procedures. This rule removes outdated portions of Standard 301 without changing any of the requirements in the standard. Because this rule does not affect any substantive requirement of

the fuel system integrity standard, its impacts are so minimal as not to warrant preparation of a full regulatory evaluation.

Regulatory Flexibility Act

NHTSA has also considered the impacts of this rule under the Regulatory Flexibility Act. I hereby certify that this rule will not have a significant economic impact on a substantial number of small entities. As noted above, this rule simply removes outdated portions of Standard 301. It has no effect whatsoever on the manufacture or sale of vehicles.

National Environmental Policy Act

NHTSA has also analyzed this rule under the National Environmental Policy Act and determined that it will not have a significant impact on the human environment.

Executive Order 12612 (Federalism)

NHTSA has analyzed this rule in accordance with the principles and criteria contained in E.O. 12612, and has determined that this rule will not have significant federalism implications to warrant the preparation of a Federalism Assessment.

Civil Justice Reform

This rule will not have any retroactive effect. Under 49 U.S.C. 30103, 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, except to the extent that the state requirement imposes a higher level of performance and applies only to vehicles procured for the State's use. 49 U.S.C. 30161 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.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires.

In consideration of the foregoing, the agency is amending 49 CFR § 571.301, *Fuel System Integrity*, to read as follows:

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 571.301 is amended by revising S5.1, S5.4, and S5.5 and by removing and reserving S5.2 and S5.3 to read as follows:

§ 571.301 Standard No. 301, Fuel System Integrity.

* * * * *

S5. *General requirements.*
S5.1 *Passenger cars, and multipurpose passenger vehicles, trucks, and buses with a GVWR of 10,000 pounds or less.* Each passenger car and each multipurpose passenger vehicle, truck, and bus with a GVWR of 10,000 pounds or less shall meet the requirements of S6.1 through S6.4. Each of these types of vehicles that is manufactured to use alcohol fuels shall also meet the requirements of S6.6.

S5.2 [Reserved]

S5.3 [Reserved]

S5.4 *Schoolbuses with a GVWR*

greater than 10,000 pounds. Each schoolbus with a GVWR greater than 10,000 pounds shall meet the requirements of S6.5. Each schoolbus with a GVWR greater than 10,000 pounds that is manufactured to use alcohol fuels shall meet the requirements of S6.6.

S5.5 *Fuel Spillage: Barrier Crash.* Fuel spillage for each vehicle in any fixed or moving barrier crash test shall not exceed 1 ounce by weight from impact until motion of the vehicle has ceased, and shall not exceed a total of 5 ounces by weight in the 5-minute period following cessation of motion. For the subsequent 25-minute period, fuel spillage during any 1-minute interval shall not exceed 1 ounce by weight.

Issued on: April 25, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-10792 Filed 4-30-96; 8:45 am]

BILLING CODE 4910-59-P

49 CFR Part 571

[Docket No. 93-02; Notice 13]

RIN 2127-AF79

Federal Motor Vehicle Safety Standards; Compressed Natural Gas Fuel Containers

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

ACTION: Final rule.

SUMMARY: In response to a request by the Aluminum Association, this document