

Federal Communications Commission
William F. Caton,
Acting Secretary.
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

49 CFR Parts 383 and 391

[FHWA Docket No. MC-93-23]

RIN 2125-AD20

Commercial Driver Physical Qualifications as Part of the Commercial Driver's License Process

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of meetings of negotiated rulemaking advisory committee.

SUMMARY: The FHWA announces the meeting dates of an advisory committee (the Committee) established under the Federal Advisory Committee Act and the Negotiated Rulemaking Act to consider the relevant issues and attempt to reach a consensus in developing regulations governing the proposed merger of the State-administered commercial driver's license (CDL) procedures of 49 CFR Part 383 and the driver physical qualifications requirements of 49 CFR Part 391. The Committee is composed of persons who represent the interests that would be substantially affected by the rule.

The FHWA believes that public participation is critical to the success of this proceeding. Participation is not limited to Committee members. Negotiation sessions are open to the public, so interested parties may observe the negotiations and communicate their views in the appropriate time and manner to Committee members.

For a listing of Committee members, see the notice published on July 23, 1996, 61 FR 38133. Please note that the United Motorcoach Association and the American Bus Association will serve as full members of the Committee. For additional background information on this negotiated rulemaking, see the notice published on April 29, 1996, at 61 FR 18713.

DATES: The second meeting of the advisory committee will begin at 10:00 a.m. on September 4-5, 1996. Subsequent meetings are scheduled to be held on October 22-23, 1996, and November 19-20, 1996 and will also begin at 10:00 a.m. each day.

ADDRESSES: The second meeting of the advisory committee will be held at the International Trade Commission, 500 E Street, SW, Washington, D.C. The Committee will meet in the main hearing room (room 101). Subsequent meetings will be held at locations to be announced.

FOR FURTHER INFORMATION CONTACT: Ms. Teresa Doggett, Office of Motor Carrier Research and Standards, (202) 366-4001, or Ms. Grace Reidy, Office of Chief Counsel, (202) 366-0834, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m. e.t., Monday through Friday, except Federal holidays.

Authority: [5 U.S.C. §§ 561-570; 5 U.S.C. App. 2 §§ 1-15]

Issued on: August 21, 1996.

George L. Reagle,
Associate Administrator for Motor Carriers.
[FR Doc. 96-21782 Filed 8-23-96; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 648

[Docket No. 960520141-6224-03; I.D. 073096D]

RIN: 0648-AH05

Fisheries of the Northeastern United States; Amendment 8 to the Summer Flounder and Scup Fishery Management Plan; Resubmission of Disapproved Measures

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

ACTION: Proposed rule; request for comments.

SUMMARY: NMFS issues this proposed rule to implement three provisions of Amendment 8 to the Fishery Management Plan (FMP) for the Summer Flounder and Scup Fisheries that were initially disapproved, but that have been revised and resubmitted by the Mid-Atlantic Fishery Management Council (Council). These measures would: Establish criteria under which vessels under construction or being rigged for the scup fishery on January 26, 1993, could qualify for a moratorium permit, define scup pots and traps, and require the consideration of recreational landings in the process of setting annual recreational harvest limits. The intent of

Amendment 8 is to reduce fishing mortality and allow the stock to rebuild.

DATES: Public comments must be received on or before September 16, 1996.

ADDRESSES: Comments on this proposed rule should be sent to Dr. Andrew A. Rosenberg, Director, Northeast Regional Office, NMFS, One Blackburn Drive, Gloucester, MA 01930. Mark the outside of the envelope, "Comments on the Resubmitted Portion of the Summer Flounder and Scup Plan."

Comments regarding burden-hour estimates for collection-of- information requirements contained in this proposed rule should be sent to the Director, Northeast Region, NMFS (Regional Director), at the address above and the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB), Washington, D.C. 20502 (Attention: NOAA Desk Officer).

Copies of the resubmitted portion of Amendment 8 and other supporting documents are available upon request from David R. Keifer, Executive Director, Mid-Atlantic Fishery Management Council, Room 2115, Federal Building, 300 South New Street, Dover, DE 19901.

FOR FURTHER INFORMATION CONTACT: Regina L. Spallone, Fishery Policy Analyst, 508-281-9221.

SUPPLEMENTARY INFORMATION:

Background

The Council submitted Amendment 8 to the FMP on April 23, 1996. NMFS, on behalf of the Secretary of Commerce, disapproved six measures proposed in Amendment 8 upon preliminary evaluation of the amendment as authorized under section 304(a)(1)(A)(ii) of the Magnuson Fishery Management and Conservation Act (Magnuson Act). The measures, which were found to be inconsistent with the national standards and other applicable law, would have: (1) Conferred moratorium permit eligibility upon vessels that were rigged on January 26, 1993, and landed scup prior to the implementation of the FMP, (2) required vessels to keep scup catches of less than 4,000 lb (1,814 kg) (the level at which the minimum mesh requirement is triggered) in 100-lb (45.36 kg) boxes to enhance enforcement, (3) accepted state dealer permits in lieu of the required Federal permit, (4) denied access to the exclusive economic zone to vessels from states that do not implement recreational measures equivalent to those specified in the Federal plan, (5) used state regulations to define scup pots for the residents of that state, and (6) established annual recreational