

List of Subjects in 40 CFR Part 70

Environmental protection, Intergovernmental relations, Operating permits, Reporting and recordkeeping requirements, Administrative practice and procedure, Air pollution control.

Dated: February 7, 1997.

Felicia Marcus,  
Regional Administrator.

Part 70, title 40 of the Code of Federal Regulations is amended as follows:

**PART 70—[AMENDED]**

1. The authority citation for part 70 continues to read as follows:

Authority: 42 U.S.C. 7401, et seq.

2. Appendix A to part 70 is amended by adding paragraph (dd) to the entry for California to read as follows:

Appendix A to Part 70—Approval Status of State and Local Operating Permits Programs

\* \* \* \* \*

California

\* \* \* \* \*

(dd) *South Coast Air Quality Management District*: submitted on December 27, 1993 and amended on March 6, 1995, April 11, 1995, September 26, 1995, April 24, 1996, May 6, 1996, May 23, 1996, June 5, 1996 and July 29, 1996; approval effective on March 31, 1997.

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[FR Doc. 97-4887 Filed 2-26-97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**49 CFR Part 571**

[Docket No. 95-72; Notice 2]

RIN 2127-AF75

**Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices and Associated Equipment**

**AGENCY:** National Highway Traffic Safety Administration, (NHTSA), DOT.

**ACTION:** Termination of rulemaking.

**SUMMARY:** This document terminates rulemaking under which NHTSA had asked for comments on whether the performance and installation of front and rear fog lamps should be regulated by Motor Vehicle Safety Standard No. 108. Although commenters supported a rule in principle, they pointed out the lack of an acceptable and harmonized

reference upon which Federal requirements could be based. In response to these comments, the SAE has established a Fog Lamp Task Force to develop an internationally-acceptable fog lamp standard, on which a Federal standard could be based. NHTSA is terminating rulemaking so that the agency can actively participate in a cooperative effort to develop a fog lamp standard.

**FOR FURTHER INFORMATION CONTACT:** Rich Van Iderstine, Office of Safety Performance Standards, NHTSA, (Phone: 202-366-5275; FAX 202-366-4329).

**SUPPLEMENTARY INFORMATION:** On October 26, 1995, NHTSA proposed amendments to Standard No. 108, the Federal motor vehicle safety standard on lighting, which were intended to harmonize the Standard's geometric visibility requirements for signal lamps and rear side marker color with those of the United Nation's Economic Commission for Europe (ECE) (60 FR 54833). With the international harmonization of standards in mind, the agency also sought comments on whether the performance and installation of front and rear fog lamps ought to be regulated by Standard No. 108.

Twenty-four comments were received in response to the notice, 12 of which commented specifically on the issue of fog lamps. These commenters were Truck Safety Equipment Institute, Chrysler Corporation, Advocates for Highway and Auto Safety, Mercedes-Benz of North America, Porsche Cars North America, Ichikoh Industries, Groupe de Travail Bruxelles (GTB), Hella, Volvo Cars of North America, Volkswagen of America, Wisconsin Department of Transportation, and American Automobile Manufacturers Association. All supported Federal regulation of fog lamps. Some American commenters pointed out the existence of vastly differing State laws, and the benefit of simplicity that a Federal pre-emptive standard would bring. Several European commenters recommended that NHTSA adopt the provisions of ECE R48 governing fog lamps. However, others cautioned that there is no generally satisfactory industry standard nor government regulation anywhere that could form the basis of a suitable Federal motor vehicle safety standard.

Many urged that any Federal standard for fog lamps should be one that is harmonized with the standards of Japan and the ECE. Vehicle and lighting manufacturers, concerned about the lack of an acceptable standard, recommended that the Society of

Automotive Engineers (SAE), in conjunction with GTB and interested participants from around the world, develop a harmonized standard that could be used by national governments. In the aftermath of these comments, in April 1996, SAE established a Fog Lamp Task Force that will undertake this effort, recognizing that its existing requirements need to be modified to adequately address all fog lamp issues.

NHTSA has decided to terminate its rulemaking on fog lamps. The agency believes that it is appropriate for it to actively participate in the cooperative effort to develop fog lamp standards. Future agency rulemaking in this area will be based on NHTSA's assessment of the success of this cooperative effort.

The agency's termination covers fog lamps only. NHTSA is continuing its analysis of the comments on geometric visibility and rear side marker lamp color.

Issued on: February 24, 1997.

L. Robert Shelton,  
Associate Administrator for Safety Performance Standards.

[FR Doc. 97-4940 Filed 2-26-97; 8:45 am]

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**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric Administration**

**50 CFR Part 679**

[Docket No. 961107312-7021-02; I.D. 022197A]

**Fisheries of the Exclusive Economic Zone Off Alaska; Offshore Component Pollock in the Aleutian Islands Subarea**

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

**ACTION:** Inseason adjustment; request for comments.

**SUMMARY:** NMFS issues an inseason adjustment prohibiting directed fishing for pollock by vessels catching pollock for processing by the offshore component in the Aleutian Islands subarea (AI) of the Bering Sea and Aleutian Islands management area (BSAI). This adjustment is necessary to prevent the underharvest of pollock by vessels catching pollock for processing by the offshore component in the AI of the BSAI.

**DATES:** 2400 hrs, Alaska local time (A.l.t.), February 23, 1997, until 2400 hrs, A.l.t., December 31, 1997.

Comments must be received at the