

Executive Secretary, Advisory Committee on Historical Diplomatic Documentation, Department of State, Office of the Historian, Washington, DC, 20520, telephone (202) 663-1123, (e-mail histoff@panet.us-state.gov).

Dated: June 2, 1997.

William Z. Slany,

Executive Secretary.

[FR Doc. 97-15028 Filed 6-9-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Final Environmental Impact Statement; JFK International Airport Light Rail System Errata Sheet

SUMMARY: A public notice was published in the **Federal Register** and area newspapers on May 23, 1997 (62 FR 28529), advertising the completion and availability of the Final Environmental Impact Statement, The Port Authority of New York and New Jersey JFK International Airport Light Rail System.

Please be advised that the following modifications and/or clarifications are to be included in the Final Environmental Impact Statement, The Port Authority of New York and New Jersey JFK International Airport Light Rail System (LRS):

On page 5-147, Sections 5.12.2 Impacts and Mitigation, prior to the last sentence; on page 7-7, Section 7.16 Coastal Zone, at the end of the section; and, on Page 8-5, Section 8.2.2, New York State Actions—Coastal Management Program Consistency—in each location add the sentence—“The FAA will not unconditionally approve the Airport Layout Plan (ALP) in a Record of Decision (ROD), nor will it render a determination of a PFC use application until the New York Coastal Zone Management Program concurs in the Port Authority consistency determination.”

In Volume 2 of 3 and Volume 3 of 3, FAA responses to comments on both the DEIS and the Written Reevaluation/ Technical Report, are finalized comments. Change the “header” in these pages to read “Responses to Comments on the DEIS” or “Responses to Comments on the Written Reevaluation/Technical” as appropriate.

For additional information or to submit comments (which are due by June 23, 1997) on the Final Environmental Impact Statement contact either:

Mr. Laurence Schaefer, Federal Aviation Administration, AEA-620, Fitzgerald

Federal Building, John F. Kennedy International Airport, Jamaica, NY 11430, Telephone: (718) 553-3340, FAX: (718) 995-9219
Mr. Victor Teglassi, NYS Dept Transportation, Region 11, Hunters Point Plaza, 47-40 21st Street, Long Island City NY 11101, Telephone: (718) 482-4610, FAX: (718) 482-4660.

Issued in Jamaica, New York on May 29, 1997.

William DeGraaff,

Acting Manager, Airports Division Federal Aviation Administration Eastern Region.

[FR Doc. 97-15018 Filed 6-9-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. Motor Carrier-96-40]

Motor Carrier Regulatory Relief and Safety Demonstration Project

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of final determination.

SUMMARY: The FHWA announces its final determination establishing the Motor Carrier Regulatory Relief and Safety Demonstration Project (“Project”). The Project will allow qualified motor carriers operating light to medium weight commercial motor vehicles (CMVs) in interstate commerce to qualify for exemption from certain Federal Motor Carrier Safety Regulations (FMCSRs) for a three year period.

EFFECTIVE DATE: June 10, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Robert F. Schultz, Jr., Office of Motor Carrier Research and Standards, (202) 366-4009, or Ms. Grace Reidy, Office of the Chief Counsel, (202) 366-0834, Federal Highway Administration, DOT, 400 Seventh Street, SW., Washington, WASHINGTON, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: On November 28, 1995, the President signed the National Highway System Designation Act of 1995 [Pub. L. 104-59, 109 Stat. 568 (NHS Act)]. Section 344 of the NHS Act, now codified at 49 U.S.C. 31136, mandates that the FHWA implement a pilot program for motor carriers operating CMVs with a gross vehicle weight rating (GVWR) between 10,001 and 26,000 pounds, inclusive, in interstate commerce, to qualify for exemption from certain of the FMCSRs (49 CFR Part 350 *et seq.*). Notice of the

Project (notice) was published in the **Federal Register** on August 28, 1996 (61 FR 44385). The comment period closed on September 27, 1996. In response to docket comments which raised the issue of the relation between this Project and the existing motor carrier regulations of the States, a supplemental notice was published on October 29, 1996 (61 FR 55835), seeking comment on the appropriate use of Federal preemption to resolve any conflicts between the Federal and State provisions. The comment period for that notice expired November 29, 1996.

Comments

The FHWA received 27 comments in response to the Notice. The commenters included 9 motor carriers, 12 trade associations, 3 safety consultants or safety interest groups, 2 States and a trade union. The vast majority of the comments endorsed the “New Era” which the FHWA outlined in the Notice. In particular, the use of performance-based standards received strong support.

However, many commenters believed that the design of the proposed Project would discourage participation in the Project by motor carriers. The explanation most frequently offered for this conclusion was that the “paperwork” requirements of the Project, both at the time of application and during the Project, were too burdensome, and outweighed the regulatory relief which the Project motor carrier would enjoy. The Project as proposed required each applicant motor carrier to provide the FHWA, at the time of application, with a signed certification of certain facts, a Safety Control Plan, a roster of eligible drivers, and a calculation of its accident rate over the preceding three years. The motor carrier would also have to verify that the driving record of each driver whom it proposed for the Project did not contain any convictions of certain prohibited offenses. In addition, the motor carrier would have to have vehicle maintenance records on hand for the three years preceding the Project. During the Project, the FHWA proposal required a Project participant to agree to provide the FHWA with certain information concerning any accidents in which the motor carrier was involved, and, in that event, a re-calculation of the motor carrier’s accident rate for the preceding three years. The FHWA also proposed that Project motor carriers provide the names of new drivers which the motor carrier wished included in the Project, as well as names of drivers who drop out of the Project or who cease to exclusively operate motor vehicles with