

## DEPARTMENT OF TRANSPORTATION

Research and Special Programs  
Administration

## 49 CFR Part 195

[Docket No. RSPA-97-2095; Amdt. 195-66]

RIN 2137-AC 11

Pipeline Safety: Adoption of  
Consensus Standards for Breakout  
Tanks; CorrectionAGENCY: Research and Special Programs  
Administration (RSPA), DOT.ACTION: Final rule; correction of  
effective date.

**SUMMARY:** This document corrects the effective date of the final rule published on April 2, 1999, to comply with requirements of the Small Business Regulatory Enforcement Fairness Act of 1996.

**DATES:** The effective date of the April 2, 1999 rule is corrected to July 28, 1999.

**FOR FURTHER INFORMATION CONTACT:** Richard Hurlaux, OPS, (202) 366-4595.

**SUPPLEMENTARY INFORMATION:** RSPA published a final rule in the **Federal Register** on April 2, 1999 (63 FR 15926) to incorporate by reference various consensus standards for aboveground steel storage tanks used in the transportation of hazardous liquids by pipeline. The final rule amended the hazardous liquid pipeline safety regulations and specified an effective date of May 3, 1999. The Small Business Regulatory Enforcement Fairness Act of 1996 specifies that no rule can take effect until each house of Congress and the Comptroller General are provided a copy of the rule. A copy of this rule was not provided to these parties prior to publication of the final rule. Therefore the effective date for the final rule is now corrected to allow the final rule to be delivered to Congress and the Comptroller General. No other dates contained in the April 2, 1999 document are affected by publication of this document.

**Correction of Publication**

In the **Federal Register** issue of April 2, 1999 (63 FR 15926) make the following correction. On page 15926, in the third column, under the caption "DATES", correct the first sentence to read: "This final rule takes effect July 28, 1999. The incorporation by reference of certain publications listed in the rule is approved by the Director of Federal Register July 28, 1999."

Issued in Washington, DC, on July 19, 1999.

**Kelly S. Coyner,**  
*Administrator.*

[FR Doc. 99-19143 Filed 7-27-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety  
Administration

## 49 CFR Part 583

[Docket No. NHTSA-98-5064, Notice 2]

RIN 2127-AH33

## Motor Vehicle Content Labeling

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

ACTION: Final rule.

**SUMMARY:** This final rule amends the regulation we issued to implement the American Automobile Labeling Act. That Act requires passenger motor vehicles to be labeled with information about their domestic and foreign parts content. Congress amended that Act last year to make a number of changes in the labeling requirement. This final rule makes the regulation consistent with those changes.

**DATES: Effective date:** The amendments made in this rule are effective June 1, 2000. Manufacturers may voluntarily comply with the amendments before that time.

**Petitions for reconsideration:** Petitions for reconsideration must be received not later than September 27, 1999.

**ADDRESSES:** Petitions for reconsideration should be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** For nonlegal issues: Henrietta Spinner, Office of Planning and Consumer Programs, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590 (202-366-4802).

For legal issues: Edward Glancy, Office of the Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2992).

**SUPPLEMENTARY INFORMATION:****Background**

On July 21, 1994, NHTSA published in the **Federal Register** (59 FR 37294) a new regulation, 49 CFR part 583, Automobile Parts Content Labeling, to implement the American Automobile

Labeling Act (AALA). That Act, which is codified at 49 U.S.C. 32304, requires passenger motor vehicles to be labeled with information about their domestic and foreign parts content.

As part of the NHTSA Reauthorization Act of 1998,<sup>1</sup> Congress amended the AALA to make a number of changes in the labeling requirement. The changes are set forth in section 7106(d) of the NHTSA Reauthorization Act.

On February 8, 1999, we published in the **Federal Register** (64 FR 6021) a notice of proposed rulemaking (NPRM) to amend Part 583 to conform it to the amended AALA. We discussed each of the changes made by the Congress and the conforming amendments proposed for part 583.

Three of the changes made by Congress were of particular significance. One of these concerned the "roll-up, roll-down" provision. The original Act specified that, for purposes of determining percentage U.S./Canadian parts content, any equipment from outside suppliers that was at least 70 percent U.S./Canadian was rolled-up and treated as though it were 100 percent U.S./Canadian. Any equipment under 70 percent was rolled-down and treated by the Act as though it were zero percent U.S./Canadian.

The 1998 amendments eliminated the "roll-down" aspect of this provision. While equipment from an outside supplier that is at least 70 percent U.S./Canadian is still to be valued at 100 percent U.S./Canadian, any equipment under 70 percent is now valued to the nearest five percent. Thus, equipment whose calculated U.S./Canadian content is 63 percent is now to be valued at 65 percent, instead of zero percent.

The second of these changes concerned the origin of the engine and transmission. The original Act specified that the label must state the names of the countries of origin for the engine and for the transmission. The Act provided that the determinations of country of origin were to be based on the purchase price of materials received at individual engine/transmission plants, but were to exclude engine/transmission assembly costs. The 1998 amendments specified that assembly and labor costs incurred for the assembly of engines and transmissions are now to be included in making these country of origin determinations.

The third of these changes made permanent a limited, temporary

<sup>1</sup> This Act was part of the Transportation Equity Act for the 21st Century (TEA-21). The full text of TEA-21 and the conference report is available on the Web at <http://www.fhwa.dot.gov/tea21/>.