

related to this action, including any information claimed as Confidential Business Information (CBI). This official record includes the documents that are physically located in the docket, as well as the documents that are referenced in those documents. The public version of the official record does not include any information claimed as CBI. The public version of the official record, which includes printed, paper versions of any electronic comments submitted during an applicable comment period, is available for inspection in the TSCA Nonconfidential Information Center, North East Mall Rm. B-607, Waterside Mall, 401 M St., SW., Washington, DC. The Center is open from noon to 4 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Center is (202) 260-7099.

II. Background

A. What Action is the Agency Taking?

In the **Federal Register** referenced for each substance, OPPTS-50591C, July 22, 1992 (57 FR 32441) and OPPTS-50615, May 27, 1994 (59 FR 27474) establishing significant new uses for the substances, EPA issued a SNUR. The Agency proposed the revocation of these SNURs in the **Federal Register** of November 19, 1999 (64 FR 63275) (FRL-6385-8). The comment period closed on December 20, 1999. The Agency received no comments concerning the proposed revocations. Therefore, EPA is revoking these rules.

B. What is the Agency's Authority for Taking this Action?

During review of the PMNs submitted for the chemical substances that are the subject of this revocation, EPA concluded that regulation was warranted based on available information that indicated activities not described in the TSCA section 5(e) consent order or the PMN might result in significant changes in human or environmental exposure as described in section 5(a)(2) of TSCA. Based on these findings, SNURs were promulgated.

EPA has revoked the TSCA section 5(e) consent order that is the basis for one of the SNURs and no longer finds that activities other than those described in the TSCA section 5(e) consent order or the PMN may result in significant changes in human or environmental exposure. The revocation of SNUR provisions for these substances is consistent with the findings set forth in the preamble to the proposed revocation of each individual SNUR.

Therefore, EPA is revoking the SNUR provisions for these chemical substances. When this revocation is

effective, EPA will no longer require notice of intent to manufacture, import, or process these substances. In addition, export notification under section 12(b) of TSCA will no longer be required.

III. Regulatory Assessment Requirements

This rule revokes or eliminates an existing regulatory requirement and does not contain any new or amended requirements. As such, the Office of Management and Budget (OMB) has exempted these types of actions from review under Executive Order 12866, entitled "Regulatory Planning and Review" (58 FR 51735, October 4, 1993).

Since this rule does not impose any requirements, it does not contain any information collections subject to approval under the Paperwork Reduction Act (PRA), 44 U.S.C. 3501 *et seq.*, or require any other action under Title II of the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104-4).

Nor does it require any prior consultation as specified by Executive Order 12875, entitled "Enhancing the Intergovernmental Partnership" (58 FR 58093, October 28, 1993), or special considerations as required by Executive Order 12898, entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (59 FR 7629, February 16, 1994) or require OMB review in accordance with Executive Order 13045, entitled "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997).

On August 4, 1999, President Clinton issued a new executive order on Federalism, Executive Order 13132 (64 FR 43255, August 10, 1999), which will take effect on November 2, 1999. In the interim, the current Executive Order 12612 (52 FR 41685, October 30, 1987) on Federalism still applies. This rule will not have a substantial direct effect on States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 12612.

In addition, pursuant to section 605(b) of the Regulatory Flexibility Act (RFA) (5 U.S.C. 601 *et seq.*), the Agency has determined that SNUR revocations, which eliminate requirements without imposing any new ones, have no adverse economic impacts. The Agency's generic certification for SNUR revocations appears on June 2, 1997 (62 FR 29684) (FRL-5597-1) and was provided to the Chief Counsel for Advocacy of the Small Business Administration.

IV. Submission to Congress and the Comptroller General

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the Agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. This rule is not a "major rule" as defined by 5 U.S.C. 804(2).

List of Subjects in 40 CFR Part 721

Environmental protection, Chemicals, Hazardous substances, Reporting and recordkeeping requirements.

Dated: May 2, 2000.

Charles M. Auer,

Director, Chemical Control Division, Office of Pollution Prevention and Toxics.

Therefore, 40 CFR part 721 is amended as follows:

PART 721—[AMENDED]

1. The authority citation for part 721 continues to read as follows:

Authority: 15 U.S.C. 2604, 2607, and 2625(c).

§§ 721.3180, 721.8654 [Removed]

2. By removing §§ 721.3180 and 721.8654.

[FR Doc. 00-12137 Filed 5-12-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 173 and 178

[Docket No. RSPA-97-2718 (HM-225A)]

RIN 2137-AD07

Hazardous Materials Safety: Technology Sharing Meeting

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of public meeting.

SUMMARY: RSPA is hosting a meeting to promote the exchange of information concerning emergency shutdown equipment on cargo tank motor vehicles used to transport liquefied compressed gases.

DATES: The meeting will be held on Tuesday, June 27, 2000, from 10:00 am to 5:00 pm (registration from 8:30 am to 10:00 am), and Wednesday, June 28, 2000, from 8:30 am to 12:30 pm.

ADDRESSES: The meeting will be held in the Michigan and Minnesota Rooms of the Federal Aviation Administration Building, 2300 East Devon Avenue, Des Plaines, Illinois. For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Eloy Martinez at the address or phone number listed under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

FOR FURTHER INFORMATION CONTACT: Herbert Gould, Volpe Center, Research and Special Programs Administration, 617-494-2134; or Eloy Martinez, Volpe Center, Research and Special Programs Administration, 617-494-2599.

SUPPLEMENTARY INFORMATION:

I. Background

On May 24, 1999, the Research and Special Programs Administration (RSPA; "we") published a final rule under Docket No. RSPA-97-2718 (HM-225A) (64 FR 28030). The final rule revised regulations applicable to the transportation and unloading of liquefied compressed gases, including liquefied petroleum gases, anhydrous ammonia, and chlorine. The revisions included new inspection, maintenance, and testing requirements for cargo tank discharge systems and revised attendance requirements applicable to liquefied petroleum gas and anhydrous ammonia. The final rule was developed through a negotiated rulemaking. In addition to the Department of Transportation, the negotiated rulemaking committee consisted of persons representing businesses that transport and deliver liquefied petroleum gases, anhydrous ammonia and other liquefied compressed gases; manufacturers and operators of cargo tanks and vehicle components; and state and local public safety and emergency response agencies.

Among other requirements, the final rule revised requirements for cargo tank emergency discharge control equipment to provide a clear performance standard for passive emergency discharge control equipment that shuts down unloading operations without human intervention. The revised requirements also provided for a remote capability for certain cargo tanks to enable a person attending the unloading operation to shut off the flow of product when unloading duties require the person to be away from the motor vehicle during delivery.

The final rule allowed two years for development and testing of emergency discharge control technology. After July 1, 2001, newly manufactured MC 331 cargo tank motor vehicles must be equipped with emergency discharge control equipment that conforms to the performance standards. MC 330, MC 331, and certain nonspecification cargo tank motor vehicles already in service must be retrofitted over a five-year period beginning after July 1, 2001, on a schedule that coincides with the cargo tank's scheduled pressure test in accordance with 49 CFR part 180.407(c).

II. Public Meeting

In developing the HM-225A final rule, the negotiated rulemaking committee anticipated that periodic progress reviews would be needed during the two-year development and testing cycle for emergency discharge control technology. Such reviews help promote communication between industry and government and function as a catalyst for critical development and testing needs that may occur. Committee members planned to work in partnership to assure widespread dissemination of information related to development and testing of emergency discharge control technology.

Accordingly, we are hosting a public meeting to foster the exchange of information among interested parties concerned with the safe transportation of liquefied compressed gases in cargo tank motor vehicles. The meeting will focus specifically on emergency discharge control system technology, including both passive and off-truck remote shutdown equipment.

The meeting will be held in the Chicago, Illinois, area on June 27 and 28, 2000. To pre-register, please contact Eloy Martinez, telephone 617-494-2599, fax 617-494-3616, e-mail martinez@volpe.dot.gov.

A simple, flexible agenda is being prepared by industry representatives who participated in the development of the final rule. Any demonstrations of discharge control equipment or systems should be planned for the morning of June 27. Prospective demonstrators should contact Eloy Martinez as soon as possible.

This is an informal meeting to promote the free exchange of information concerning emergency discharge control systems on cargo tank motor vehicles, including recent technology developments, test results, operating experience, and the like. There will be no transcript of the meeting; however, we will prepare minutes of the meeting and written questions and answers developed in

response to issues raised. This information will be made available on the HazMat Safety Website (<http://hazmat.dot.gov>).

Issued in Washington, DC on May 9, 2000.

Robert A. McGuire,

Acting Associate Administrator for Hazardous Materials Safety.

[FR Doc. 00-12073 Filed 5-12-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-00-7144]

RIN 2127-AG55

Federal Motor Vehicle Safety Standards; FMVSS 101—Technical Correction—Speedometer Display

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

ACTION: Final rule.

SUMMARY: This technical amendment corrects an error in Table 2 of Federal Motor Vehicle Safety Standard 101 as a result of a final rule published September 24, 1998. In that notice the agency adopted language for the speedometer display as "MPH and/or km/h". The effect of this language is to allow speedometers labeled in miles per hour (MPH) alone, kilometers per hour (km/h) alone, or both miles and kilometers per hour. The intent was to require speedometer display in miles per hour, and to allow the addition of kilometers per hour at the option of the manufacturer. This amendment changes the language of Table 2 to "MPH, or MPH and km/h".

DATES: This final rule is effective February 15, 2001. Optional early compliance with the change made in this final rule is permitted beginning May 15, 2000.

ADDRESSES: Petitions for reconsideration of this final rule should refer to the docket number cited in the heading of this final rule and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh St, SW, Washington, DC 20590. It is requested, but not required, that ten copies be submitted.

FOR FURTHER INFORMATION CONTACT: Gayle Dalrymple, NPS-23, Office of Safety Performance Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Ms. Dalrymple can be