(b) When the employee's workday begins at his/her work; or

(c) When the employee normally commutes to a fixed location, however far removed from his/her official duty station (for example, auditors or investigators assigned to a defense contractor plant).

**Note to § 102–5.75:** For instances where an employee is authorized home-to-work transportation under the field work provision, but performs field work only on an intermittent basis, the agency shall establish procedures to ensure that a Government passenger carrier is used only when field work is actually being performed. Although some employees' daily work station is not located in a Government office, these employees are not performing field work. Like all Government employees, employees working in a ''field office'' are responsible for their own commuting costs.

**§ 102–5.80 What are some examples of positions that may involve field work?**

Examples of positions that may involve field work include, but are not limited to:

(a) Quality assurance inspectors;

(b) Construction inspectors;

(c) Dairy inspectors;

(d) Mine inspectors;

(e) Meat inspectors; and

(f) Medical officers on outpatient service.

**Note to § 102–5.80:** The assignment of an employee to such a position does not, of itself, entitle an employee to receive daily home-to-work transportation.

**§ 102–5.85 What information should our determination for field work include if positions are identified rather than named individuals?**

If positions are identified rather than named individuals, your determination for field work should include sufficient information to satisfy an audit, if necessary. This information should include the job title, number, and operational level where the work is to be performed (e.g., five recruiter personnel or, positions at the Detroit Army Recruiting Battalion).

**Note to § 102–5.85:** An agency head may elect to designate positions rather than individual names, especially in positions where rapid turnover occurs.

**§ 102–5.90 Should an agency consider whether to base a Government passenger carrier at a Government facility near the employee's home or work rather than authorize the employee home-to-work transportation?**

Yes, situations may arise where, for cost or other reasons, it is in the Government's interest to base a Government passenger carrier at a Government facility located near the employee's home or work rather than authorize the employee home-to-work transportation.

**§ 102–5.95 Is the comfort and/or convenience of an employee considered sufficient justification to authorize home-to-work transportation?**

No, the comfort and/or convenience of an employee is not considered sufficient justification to authorize home-to-work transportation.

**§ 102–5.100 May we use home-to-work transportation for other than official purposes?**

No, you may not use home-to-work transportation for other than official purposes. However, if your agency has prescribed rules for the incidental use of Government vehicles (as provided in 31 U.S.C. note), you may use the vehicle in accordance with those rules in connection with an existing home-to-work authorization.

**§ 102–5.105 May others accompany an employee using home-to-work transportation?**

Yes, an employee authorized home-to-work transportation may share space in a Government passenger carrier with other individuals, provided that the passenger carrier does not travel additional distances as a result and such sharing is consistent with his/her Federal agency's policy. When a Federal agency establishes its space sharing policy, the Federal agency should consider its potential liability for and to those individuals. Home-to-work transportation does not extend to the employee's spouse, other relatives, or friends unless they travel with the employee from the same point of departure to the same destination, and this use is consistent with the Federal agency's policy.

## Subpart C—Documenting and Reporting Determinations

**§ 102–5.110 Must we report our determinations outside of our agency?**

Yes, you must submit your determinations to the following Congressional Committees:

(a) Chairman, Committee on Governmental Affairs, United States Senate, Suite SD–340, Dirksen Senate Office Building, Washington, DC 20510–6250; and

(b) Chairman, Committee on Governmental Reform, United States House of Representatives, Suite 2157, Rayburn House Office Building, Washington, DC 20515–6143.

**§ 102–5.115 When must we report our determinations?**

You must report your determinations to Congress no later than 60 calendar days after approval. You may consolidate any subsequent determinations into a single report and submit them quarterly.

**§ 102–5.120 What are our responsibilities for documenting use of home-to-work transportation?**

Your responsibilities for documenting use of home-to-work transportation are that you must maintain logs or other records necessary to verify that any home-to-work transportation was for official purposes. Each agency may decide the organizational level at which the logs should be maintained and kept. The logs or other records should be easily accessible for audit and should contain:

(a) Name and title of employee (or other identification, if confidential) using the passenger carrier;

(b) Name and title of person authorizing use;

(c) Passenger carrier identification;

(d) Date(s) home-to-work transportation is authorized;

(e) Location of residence;

(f) Duration; and

(g) Circumstances requiring home-to-work transportation.

**Note:** This document was received at the Office of the Federal Register on September 6, 2000.

Dated: February 14, 2000.

**David J. Barram,**

*Administrator of General Services.*

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## DEPARTMENT OF DEFENSE

## 48 CFR Part 209

**[DFARS Cases 98–D003, 99–D004, 99–D010]**

## Defense Federal Acquisition Regulation Supplement; Contract Administration and Audit Services

**AGENCY:** Department of Defense (DoD).

**ACTION:** Correction to final rule.

**SUMMARY:** DoD is issuing a correction to the final rule published at 64 FR 61028 on November 9, 1999, pertaining to contract administration and audit services.

**EFFECTIVE DATE:** November 9, 1999.

**FOR FURTHER INFORMATION CONTACT:** Ms. Michele Peterson, Defense Acquisition Regulations Council, OUSD (AT&L) DP (DAR), IMD 3D139, 3062 Defense Pentagon, Washington, DC 20301–3062.

Telephone (703) 602–0311; telefax (703) 602–0350.

**SUPPLEMENTARY INFORMATION:**

**Correction**

In the issue of Tuesday, November 9, 1999, on page 61028, in the third column, amendatory instruction 4 is corrected to read as follows:

4. Section 209.106–2 is amended in paragraph (1) in the first sentence by removing the reference and abbreviation ''DLAH 4105.4, DoD'' and adding in their place the words ''the Federal''.

**Michele P. Peterson,**

*Executive Editor, Defense Acquisition Regulations Council.*

[FR Doc. 00–23370 Filed 9–11–00; 8:45 am]

**BILLING CODE 5000–04–M**

## DEPARTMENT OF COMMERCE

## National Oceanic and Atmospheric Administration

## 50 CFR Part 300

**[Docket No. 991220343-0071-02; I.D. 082300C]**

## Pacific Halibut Fisheries; Oregon Sport Fisheries

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

**ACTION:** Inseason action.

**SUMMARY:** NMFS announces changes to the fishing season for the Area 2A sport fisheries off the Oregon coast. This action would transfer quota from the Oregon coast nearshore fishery to the Oregon coast all-depth fishery, and would set an all-depth fishing date for Friday, September 22, 2000.

**DATES:** Effective September 7, 2000, through December 31, 2000.

**ADDRESSES:** Comments may be mailed to William Stelle, Jr., Regional Administrator, Northwest Region, NMFS, 7600 Sand Point Way, Seattle, WA 98115.

**FOR FURTHER INFORMATION CONTACT:** Yvonne deReynier, 206-526-6129.

**SUPPLEMENTARY INFORMATION:** The Area 2A Catch Sharing Plan (CSP) for Pacific halibut off Washington, Oregon, and California is implemented in the annual management measures for the Pacific halibut fisheries published on March 20, 2000 (65 FR 14909). Those measures organize the Oregon sport fishery for halibut between Cape Falcon and Humbug Mountain into three separate seasons. The first season is a small, incidental season for halibut taken shoreward of the 30-fathom depth contour, and lasts from May 1 through September 30. Halibut are not frequently encountered in nearshore waters, and this first season offers fishers the opportunity to retain incidentally-caught halibut on fishing trips targeting other species. The second season is an all-depth fishery in May, with the season length determined by comparing pre-season estimates of expected catch per day against the halibut quota for that fishery. The third season is an all-depth fishery in August, which harvests the remainder of the all-depth quota not taken in the May fishery.

Before the start of the May 2000 all-depth season, Oregon Department of Fish and Wildlife (ODFW) estimated that the May fishery would take 106,724 lb (48,409 kg) of halibut over a 5-day season, leaving 35,893 lb (16,281 kg) of halibut for the August all-depth fishery. However, weather during the 5-day fishery was unusually pleasant and vessels landed significantly more halibut than had been estimated in preseason projections, 128,573 lb (58,320 kg). As a result of this overage in the May fishery, only 14,044 lb (6,370 kg) of halibut remained for an August fishery from the all-depth quota. Based on past August all-depth fisheries, ODFW had estimated that at least 30,000 lb (13,608 kg) would be needed to hold a single day of all-depth fishing in August. The International Pacific Halibut Commission (IPHC), ODFW, and NMFS met and agreed to cancel the August all-depth fishing opportunity, based on insufficient quota. This fishery had been set preseason for Friday, August 4.

The Area 2A CSP allows inseason changes to sport fishery season dates and other management measures, and includes several provisions for quota transfers. Under the CSP, halibut quota may be transferred from the Oregon central coast nearshore fishery to the all-depth fishery, as long as enough quota remains available to allow nearshore halibut fishing opportunities through September 30. The 2000 quota for the Oregon coast nearshore fishery is 12,324 lb (5,590 kg,) of which ODFW estimates 7,324 lb (3,322 kg) will be needed to maintain the fishery through September 30.

On August 11, 2000, NMFS met via telephone conference call with representatives of ODFW, the Pacific Fishery Management Council (Council), and IPHC to determine whether moving quota from the nearshore fishery to the all-depth fishery would provide enough halibut quota to hold a day of all-depth sport fishing in September. By combining the 14,044 lb (6,370 kg) remaining in the all-depth quota with the 5,000 lb (2,268 kg) available from the nearshore fishery, 19,368 lb (8,785 kg) could be made available to the all-depth fishery. Historically, September all-depth fishing days have had landings levels of about half the level of August all-depth fishing days in the same year. Because the August fishery this year was expected to take about 30,000 lb (13,608 kg) of halibut, managers determined that 19,368 lb (8,785 kg) would be enough halibut to hold a day of all-depth fishing in September. To ensure conservative season structuring, halibut managers further recommended holding the fishery on a week day in late September, when sport fishery participation decreases due to colder weather and the opening of the school year.

Section 24 of the 2000 Pacific halibut regulations provides NMFS with the flexibility to make certain inseason management changes, provided that the action is necessary to allow allocation objectives to be met, and that the action will not result in exceeding the catch limit for the area. The structuring objectives for this subarea are to provide two periods of fishing opportunity in May and in August in productive deeper water areas along the coast, principally for charter boat and larger private boat anglers, and to provide a period of fishing opportunity in the summer for nearshore waters for small boat anglers. While this year's fishing season has met the structuring objective for the nearshore fishery, too much halibut was taken in the May fishery to meet the objective of having a second all-depth season in August. This inseason action would address the lost August opportunity as much as possible by scheduling an all-depth season date in September.

In consultation with the ODFW, the Council, and the IPHC, NMFS has determined that transferring 5,000 lb (2,268 kg) of unneeded quota from the nearshore fishery to the all-depth fishery and scheduling a day of all-depth fishing for Friday, September 22 accommodates the CSP's season structuring objective for the Oregon central coast area without allowing the fishery to exceed its quota.

### NMFS Action

For the reasons stated here, NMFS announces the following changes to the 2000 annual management measures (65 FR 14909, March 20, 2000).

1. In section *23. Sport Fishing for Halibut*, paragraphs (4)(b)(v)(A)(1) and (A)(3) are revised to read as follows: