

62696

ACTION: Final rule; correction.

**SUMMARY:** This rule corrects the final rule published in the Federal Register on Tuesday, September 5, 1989 (54 FR 36769). The cities of Cartersville and Millen and Jenkins County are erroneously listed under the State of Alabama. The communities should be listed under the State of Georgia.

Corrections should be made accordingly.

**FOR FURTHER INFORMATION CONTACT:** Frank H. Thomas, Assistant Administrator, Office of Loss Reduction, Federal Insurance Administration, (292) 646-2717, Federal Center Plaza, 500 C Street, Southwest, Room 417, Washington, DC 20472.

1. The authority citation for part 64 continues to read as follows:

Authority: 42 U.S.C. 4001 et seq., Reorganization Plan No. 3 of 1978, E.O. 12127. hued: September 12, 1989.

Harold T. Duryee, Administrator, Federal Insurance Administration.

[FR Doc. 89-21827 Filed 9-14-89; 8:45 am]

BILLING CODE 6716-21-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

49 CFR Part 1

LOST Docket No. 1; Amdt. I-2311

Organization and Delegation of Powers and Duties; Budget Reconciliation Act of 1988

AGENCY: Office of the Secretary, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment rescinds delegation § 1.57(q), 49 CFR, and delegates to the Administrator of the Federal Railroad Administration (FRA) all functions vested in the Secretary of Transportation (Secretary) by section 1163 of the Bankruptcy Code, 11 U.S.C. 1103, since all of these functions relate to duties normally carried out by FRA.

**EFFECTIVE DATE:** The effective date of this amendment is August 18, 1989.

**FOR FURTHER INFORMATION CONTACT:** Samuel E. Whitehorn, Esq., Office of the General Counsel, C-50, Department of Transportation, 400 7th Street, SW., Washington, DC 20590 (202) 366-9306, or G. Joseph King, Federal Railroad Administration, Office of the Chief Counsel, 409 7th Street SW., Washington, DC 20590, (202) 366-0616.

**SUPPLEMENTARY INFORMATION:** Since this amendment relates to Departmental management, procedures and practice, notice and comment on it are

unnecessary and it may be made effective in fewer than thirty days after publication in the Federal Register.

Section 1163 of the Bankruptcy Code, 11 U.S.C. Section 1163, directs the Secretary to submit to either the bankruptcy court or U.S. Trustee (in trustee districts), a list of five disinterested, qualified persons in each rail reorganization who are willing to serve as trustee, and by so doing reposes in the Secretary certain duties best performed by FRA. Consequently, responsibility for these functions is being delegated to FRA.

List of subjects of 49 CFR Part 1

Authority delegations (government agencies): Organization and functions (government agencies).

For the reasons set forth in the preamble, title 49 part 1 of the Code of Federal Regulations, is amended as follows:

PART 1—[AMENDED]

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

Authority: 49 U.S.C. 322.

2. Section 1.49 of part 1 of title 49, Code of Federal Regulations, is amended by adding at the end thereof a new paragraph (dd), and the introductory text of § 1.49 is reprinted for the convenience of the reader, as follows:

§ 1.49 Delegations to Federal Railroad Administrator.

The Federal Railroad Administrator is delegated authority to-

(dd) Carry out the function vested in the Secretary by Section 1163 of the Bankruptcy Code (11 U.S.C. Section 1163), which relates to the nomination of trustee for rail carriers in reorganization, with the concurrence of the Office of the General Counsel.

3. Section 1.57 of part 1 of title 49, Code of Federal Regulations, is amended by removing paragraph (q) and reserving it as follows:

§ 1.57 Delegations to the General Counsel.

(q) [Reserved]

Issued in Washington, DC on August 18, 1989.

Samuel K. Skimmer, Secretary Of Transportation.

[FR Doc. 89-21848 Filed 9-14-89; 8:45 am]

BILLING CODE 4910-62-M

Research and Special Programs Administration

49 CFR Parts 107, 171, 172, 173, 176, 177, 178, and 180

[Docket Nos. 184-183, 183A; Amdt. Nos. 107-20, 171-100, 172-115, 173-212, 176-27, 177-71, 178-00, 180-21]

RIN 2137-AA42

Requirements for Cargo Tanks; Announcement of Public Meeting and Extension of Applicable Dates of Final Rule

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

ACTION: Announcement of public meeting, extension of closing date for receiving petitions for reconsideration and extension of effective date of final rule.

**SUMMARY:** RSPA wishes to advise the interested public that a meeting will be held to address substantive questions relating to new requirements or changes to existing requirements for cargo tank motor vehicles, as promulgated in a final rule published in the Federal Register on June 12, 1989, under Docket Nos. HM-183, 183A (54 FR 24982). Also, in response to a request from the National Tank Truck Carriers, Inc. (NTTC), RSPA is granting an extension of 60 days for submitting petitions for reconsideration. In view of this extension, the effective date of the final rule is also extended for 60 days.

**DATES:** The dates are as follows:

A. The public meeting will be held on October 10, 1989, from 9:30 a.m. to 4:30 p.m., room 2230, Nassif Building, 400 Seventh Street SW., Washington, DC.

B. The closing date for receiving petitions for reconsideration (49 CFR 106.36) is extended from September 12, 1989 to November 14, 1989.

C. The effective date of the final rule is extended from December 12, 1989 to February 12, 1990.

FOR FURTHER INFORMATION CONTACT:

Charles Hochman, (292) 366-4545, or Hattie Mitchell, (292) 366-4488, Office of Hazardous Materials

Transportation, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street SW, Washington, DC 20590; or,

Richard Singer, (202) 366-2994, Office of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** NTTC and the Truck Trailer Manufacturers

Association have raised questions on various requirements appearing in a final rule that was published in the **Federal Register** (54 FR 24982) on June 12, 1989, under Docket Nos. HM-183, 183A. NTTC requested that RSPA clarify certain provisions appearing in the final rule so that NTTC can determine if there is a need for requesting reconsideration of those provisions. RSPA and the Federal Highway Administration believe a public meeting will provide opportunities to address questions raised by commenters. This meeting will be held on Tuesday, October 10, 1989, at the above address. The meeting will be limited to questions pertaining to new requirements and changes to existing regulations as promulgated under **HM-183/183A**. Provisions that have been in effect for many years and that were retained in the final rule will not be addressed. A recording of the meeting will be made available in the Dockets Unit, located in room 8421 of the Nassif Building (office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, except public holidays).

NTTC has requested an extension of time for submitting petitions on the final rule. RSPA agrees that additional time is warranted and is extending the closing date for receiving petitions for reconsideration to November 14, 1989. In view of this extension, the effective date of the final rule is extended from December 12, 1989 to February 12, 1990. RSPA will revise other compliance dates appearing in the final rule in a subsequent document that will be published in the **Federal Register**.

Issued in Washington, DC on September 11, 1989, under authority delegated in 49 CFR part 106.

Travis P. Dungan,

*Administrator, Research and Special Programs Administration.*

[FR Doc. 89-21680 Filed 9-14-89; 8:45 am]

BILLING CODE 4910-60-M

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 50 CFR Parts 654 and 658

[Docket No. 90801-92011

#### Stone Crab Fishery and Shrimp Fishery of the Gulf of Mexico

**AGENCY:** National Marine Fisheries Service (NMFS), NOAA, Commerce.

**ACTION:** Final rule, technical amendment.

**SUMMARY:** NOAA issues this final rule to correct the coordinates and loran

readings applicable to the shrimp/stone crab separation zones off the west coast of Florida. These corrections are necessary because of changes to the loran lines of position on the navigational chart of the area. The intended effect of this rule is to correct the regulations and conform them to current usage.

**EFFECTIVE DATE:** October 1, 1989.

**FOR FURTHER INFORMATION CONTACT:** W. Perry Allen, Southeast Region, NMFS, 813-893-3722.

**SUPPLEMENTARY INFORMATION:** The stone crab and shrimp fisheries in the Gulf of Mexico are managed under the Fishery Management Plan for the Stone Crab Fishery of the Gulf of Mexico and the Fishery Management Plan for the Shrimp Fishery of the Gulf of Mexico (FMPs) and their implementing regulations at 50 CFR parts 654 and 658, respectively. Those regulations, among other things, establish zones off Citrus and Hernando Counties, Florida, for the separation of shrimp fishing and stone crab trapping during specified periods.

The present zones were established on October 5, 1984 (49 FR 39162, October 4, 1984), under a procedure specified in 50 CFR 654.24(a). In accordance with that procedure, the zones and dates of closure for shrimp fishing and stone crab trapping are based on the recommendations of the Pasco, Hernando, and Citrus Counties Shrimping and Crabbing Advisory Committee (Committee). Five zones are currently in place. Four of them are partially in the exclusive economic zone (EEZ) and partially in Florida's waters, and one is entirely in Florida's waters.

The Committee established the north/south and northeast/southwest boundaries of the zones based on loran lines of position commonly used by fishermen in that area, specifically, loran lines on rates 7980-Z and -Y, respectively. Nine of the sixteen lines that comprise the five zones were established on that basis. The other lines were based on geographical latitudes corresponding to the boundaries between the counties, points of land, and fixed aids to navigation. (Figure 3, below, shows the configuration of the zones. The revised zones are not significantly different from the present zones.) When implemented, the official points used to define the zones were expressed in latitude and longitude even though the basis for some of them was loran readings.

The NOAA chart for this area, chart number 11409, was revised June 13, 1987. Changes from the previous edition included elimination of the Z-rate loran lines of position and adjustment of the

other loran lines based on survey (The loran lines on previous edit had been based solely on their propagation delays, i.e., they were verified by observed data.) As a slight changes in some of the geographic coordinates that define the zone! necessary in order to retain their on specified loran readings.

Accordingly, NOAA is correcting geographic coordinates to the zones to retain the basis for the zones as established by the Com

For the convenience of fishermen regulations specifying the zones in loran readings equivalent to the points stated in latitude and longitude. For those loran lines that were the for the zones, the readings in this are unchanged. For the other line loran readings are changed to correspond to the corrected latitude longitude coordinates. Although lines of position for the Z rate art included on the current edition of 11409, appropriate Z-rate reading included in these regulations since rate readings continue to be used fishermen in the area. The Z-rate readings are calculated from data provided by NOAA's NOS and, li charted lines of position for the V and Y rates, are based on survey NOS has agreed to restore Z-rate of position on its next edition of c 11409. This rule also adds the W-I readings for each geographic poin

The net effect of the new chart these changes is exemplified as fo A fisherman may continue to use customary Z-rate loran readings to determine his east/west relations the north/south boundary lines ar customary Y = rate loran readings determine his southeast/northwest relationship to the northeast/south boundary lines. Further, a fisherman desiring to set a trap at a favorite may find that spot using the same readings as previously, but his position as charted on the current edition of chart 11409 may appear up to 200 (183 m) from his position as charted the old edition of chart 11409. Two hundred yards (183 m) is the maximum change to any position in the prop rule—most changes are significant less. No significant change in area configuration of any zone results from this rule, there are no changes in the closed periods, and the traditional practices of fishermen in the area not affected.

NOAA views these changes as technical in nature and accurate finds they do not constitute a modification requiring consideration the Committee. This finding does not

(4910 - 62M)

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

(49 CFR Part 1)

(OST Docket No. 1; Amendment 1 - 231)

ORGANIZATION AND DELEGATION OF POWERS AND DUTIES

BUDGET RECONCILIATION ACT OF 1986

AGENCY: Department of Transportation (DOT), Office of the Secretary.

ACTION: Final rule.

SUMMARY: This amendment rescinds delegation Section 1.57(q), 49 C.F.R., and delegates to the Administrator of the Federal Railroad Administration (FRA) all functions vested in the Secretary of Transportation (Secretary) by Section 1163 of the Bankruptcy Code, 11 U.S.C. Section 1163, since all of these functions relate to duties normally carried out by FRA.

DATE: The effective date of this amendment is August 18, 1989.

FOR FURTHER INFORMATION CONTACT: Samuel E. Whitehorn, Esq., Office of the General Counsel, C-50, Department of Transportation, 400 7th Street, S.W., Washington, D.C. 20590 (202) 366-9306. or G. Joseph King, Federal Railroad Administration, Office of the Chief Counsel, 400 7th Street S.W., Washington, D.C. 20590, (202) 366-0616.

SUPPLEMENTAL INFORMATION: Since this amendment relates to Departmental management, procedures and practice, notice and comment on it are unnecessary and it may be made effective in fewer than thirty days after publication in the FEDERAL REGISTER.

Section 1163 of the Bankruptcy Code, 11 U.S.C. Section 1163, directs the Secretary to submit to either the bankruptcy court or U.S. Trustee (in trustee districts), a list of five disinterested, qualified persons in each rail reorganization who are willing to serve as trustee, and by so doing reposes in the Secretary certain duties best performed by FRA. Consequently, responsibility for these functions is being delegated to FRA. List of subjects of 49 CFR Part 1:

Authority delegations (government agencies):

Organization and functions (government agencies):

Transportation Department.

For the reasons set forth in the preamble, Title 49 Part 1 of the Code of Federal Regulations is amended as follows:

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

AUTHORITY: 49 U.S.C. 322.

2. Section 1.49 of Part 1 of Title 49, Code of Federal Regulations, is amended by adding at the end thereof a new paragraph (dd), and the introductory text of Section 1.49 is reprinted for the convenience of the reader, as follows:

Section 1.49 Delegations to Federal Railroad Administrator.

The Federal Railroad Administrator is delegated authority to --

(dd) Carry out the function vested in the Secretary by Section 1163 of the Bankruptcy Code (11 U.S.C. Section **1163**), which relates to the nomination of trustee for rail carriers in reorganization, with the concurrence of the Office of the General Counsel.

3. Section 1.57 of Part 1 of Title 49, Code of Federal Regulations, is amended by deleting paragraph '(q) and reserving it as follows:

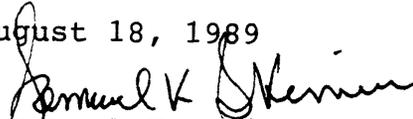
Section 1.57 Delegations to the General Counsel

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(g) Reserved

Issued in Washington, D.C., on August 18, 1989

  
Samuel K. Skinner  
Secretary of Transportation

CERTIFIED TO BE A TRUE  
COPY OF THE ORIGINAL:

  
LINDA W. SENESE  
CERTIFYING OFFICER