

State, local or tribal governments or by any members of the private sector. Therefore, the agency has not prepared an economic assessment pursuant to the Unfunded Mandates Reform Act.

F. Paperwork Reduction Act

There are no information collection requirements in this rule.

G. Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

H. Plain Language

Executive Order 12866 requires each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public's needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that is not clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please forward them to Otto Matheke, Office of Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

I. National Technology Transfer and Advancement Act

Section 12(d) of the National Technology Transfer and Advancement Act (NTTAA) requires NHTSA to evaluate and use existing voluntary consensus standards in its regulatory activities unless doing so would be inconsistent with applicable law (*e.g.*, the statutory provisions regarding NHTSA's vehicle safety authority) or otherwise impractical. In meeting that requirement, we are required to consult with voluntary, private sector, consensus standards bodies. Examples of organizations generally regarded as voluntary consensus standards bodies

include the American Society for Testing and Materials (ASTM), the Society of Automotive Engineers (SAE), and the American National Standards Institute (ANSI). If NHTSA does not use available and potentially applicable voluntary consensus standards, we are required by the Act to provide Congress, through OMB, an explanation of the reasons for not using such standards.

We are not aware of any available and potentially applicable voluntary consensus standards, *i.e.*, ones regarding the performance of vehicle interior components in protecting against head impacts. Therefore, this rule is not based on any voluntary consensus standards.

J. Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, *etc.*). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires.

■ In consideration of the foregoing, 49 CFR part 571 is amended as follows:

PART 571.201—[AMENDED]

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 21411, 21415, 21417, and 21466; delegation of authority at 49 CFR 1.50.

■ 2. Section 571.201 is amended by revising S6.1 introductory text, S6.1.4.1, S6.1.4.2 and S6.2 introductory text to read as follows:

* * * * *

S6.1 *Vehicles manufactured on or after September 1, 1998.* Except as provided in S6.3 and S6.1.4, for vehicles manufactured on or after September 1, 1998 and before September 1, 2002, a percentage of the manufacturer's production, as specified in S6.1.1, S6.1.2, or S6.1.3 shall conform, at the manufacturer's option, to either S6.1(a) or S6.1(b). For vehicles manufactured by final stage manufacturers on or after September 1, 1998 and before September 1, 2006, a percentage of the manufacturer's production as specified in S6.1.4 shall, except as provided in S6.3, conform, to either S6.1(a) or

S6.1(b). The manufacturer shall select the option by the time it certifies the vehicle and may not thereafter select a different option for the vehicle.

* * * * *

S6.1.4.1 *Vehicles manufactured on or after September 1, 1998 and before September 1, 2006* are not required to comply with the requirements specified in S7.

S6.1.4.2 *Vehicles manufactured on or after September 1, 2006* shall comply with the requirements specified in S7.

* * * * *

S6.2 *Vehicles manufactured on or after September 1, 2002 and vehicles built in two or more stages manufactured after September 1, 2006.* Except as provided in S6.1.4 and S6.3, vehicles manufactured on or after September 1, 2002 shall, when tested under the conditions of S8, conform, at the manufacturer's option, to either S6.2(a) or S6.2(b). Vehicles manufactured by final stage manufacturers on or after September 1, 2006 shall, except as provided in S6.3, when tested under the conditions of S8, conform, at the manufacturer's option, to either S6.2(a) or S6.2(b). The manufacturer shall select the option by the time it certifies the vehicle and may not thereafter select a different option for the vehicle.

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Issued on August 22, 2003.

Jeffrey W. Runge,
Administrator.

[FR Doc. 03–22010 Filed 8–25–03; 2:09 pm]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 021213310–3170–02; I.D. 101702B]

RIN 0648–AP92

Individual Fishing Quota (IFQ) Program for Pacific Halibut and Sablefish; Technical Amendment

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

ACTION: Final rule; correction.

SUMMARY: This document corrects errors in the amendatory instructions and table titles of the final rule published in the **Federal Register** on July 29, 2003. That final rule implemented Amendment 72

to the Fishery Management Plan for the Groundfish Fishery of the Bering Sea and Aleutian Islands Area (Amendment 72) and Amendment 64 to the Fishery Management Plan for the Groundfish Fishery of the Gulf of Alaska (Amendment 64) (collectively, Amendments 72/64).

DATES: Effective August 28, 2003.

FOR FURTHER INFORMATION CONTACT:

Patsy A. Bearden, 907-586-7228 or by E-mail at patsy.bearden@noaa.gov.

SUPPLEMENTARY INFORMATION: The final rule published in the **Federal Register** on July 29, 2003 (FR Doc. 03-19132) modified Table 14 to part 679 (68 FR 9907). However, Table 14 is a collection of three tables, each of which is included in a separate appendix to 50 CFR part 679: Tables 14a, 14b, and 14c. The language contained in amendatory instruction number 9, referenced only a change in Table 14a, although text was provided that effectively modified both 14a and 14b and left 14c unchanged. This change did not reflect accurately the intended revision.

The intent of the revision in the final rule was to add the contents of Table 14c to Table 14b, remove Table 14c, and modify the contents of both Table 14a and 14b. The net effect of this action would have been to combine the

Washington State Port of Landing Codes into the table containing those codes for non-Alaska ports, including Canada and the States of California and Oregon, and remove the CDQ/IFQ Primary Ports for Vessel Clearance information from Tables 14a and 14b. This correction modifies the table titles to accurately reflect the intent of the final rule.

In addition, the table title was inserted into the body of the table, rather than added to the table title. This action corrects the table titles.

List of Subjects in 50 CFR Part 679

Alaska, Fisheries, Recordkeeping and reporting requirements.

Dated: August 22, 2003.

Rebecca Lent,

Deputy Assistant Administrator for Regulatory Programs, National Marine Fisheries Service.

■ For the reasons set forth in the preamble, 50 CFR part 679 is corrected as follows:

PART 679—FISHERIES OF THE EXCLUSIVE ECONOMIC ZONE OFF ALASKA

■ 1. The authority citation for 50 CFR part 679 continues to read as follows:

Authority: 16 U.S.C. 773 *et seq.*, 1801 *et seq.*, and 3631 *et seq.*

Tables 14a and b [Amended]

■ 2. In FR Doc. 03-19132 (July 29, 2003), on page 44487, second column, second to last line, amendatory instruction 9 is corrected to read as follows:

“9. In part 679, Tables 14a and b are revised to read, and Table 14c is removed as follows:”

■ 3. On page 44487, third column, first line of the first column in Table 14a, the words “a. Alaska:” are removed, and the title of Table 14a is corrected to read as follows:

“Table 14a to Part 679. Port of Landing Codes: Alaska¹”

■ 4. On page 44488, second column, second line of the first column in Table 14b, the words “b. Non-Alaska (California, Oregon, Canada, Washington):” are removed, and the title of Table 14b is corrected to read as follows:

“Table 14b to Part 679. Port of Landing Codes: Non-Alaska (California, Oregon, Canada, Washington)”

[FR Doc. 03-22038 Filed 8-27-03; 8:45 am]

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