

FOR FURTHER INFORMATION CONTACT: Kathleen Scheuerle, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's *Report and Order*, MM Docket No. 95-73, adopted September 1, 1995, and released September 12, 1995. The full text of this Commission decision is available for inspection and copying during normal business hours in the Commission's Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractors, International Transcription Services, Inc., 2100 M Street, NW., Suite 140, Washington, DC 20037, (202) 857-3800.

List of Subjects in 47 CFR Part 73

Radio broadcasting.
Part 73 of title 47 of the Code of Federal Regulations is amended as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 continues to read as follows:

Authority: Secs. 303, 48 Stat., as amended, 1082; 47 U.S.C. 154, as amended.

§ 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Missouri, is amended by removing Boonville, Channel 230A, and adding Fayette, Channel 230C3. Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 95-22945 Filed 9-14-95; 8:45 am]

BILLING CODE 6712-01-F

47 CFR Part 73

[MM Docket No. 94-113; RM-8514, RM-8517, RM-8569 and RM-8570]

Radio Broadcasting Services; Cape Girardeau, Chaffee, Scott City and Miner, MO and Union City, TN

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: This document allots Channel 296A to Miner, Missouri, as a first local service, in response to a proposal filed by Stephen W. Sikes (RM-8570) and Channel 230A to Scott City, Missouri, as a first local service, in response to a proposal filed by Scott City Broadcasters (RM-8569). See 59 FR 50886, October 6, 1994. The coordinates for Channel 296A at Miner are 36-55-14 and 89-40-00 and the coordinates for Channel 230A at Scott City are 37-13-00 and 89-31-28.

The proposal filed by Kevin G. Greaser, RM-8514, to add Channel 230A to Cape Girardeau, Missouri, has been

dismissed. The proposal filed by Twin States Broadcasting, Inc. to substitute Channel 284C2 for Channel 285A at Union city, Tennessee and substitute Channel 230A for Channel 284A at Chaffee, Missouri, has also been dismissed (RM-8517). With this action, this proceeding is terminated.

DATES: Effective October 27, 1995. The window period for filing applications will open on October 27, 1995, and close on November 27, 1995.

FOR FURTHER INFORMATION CONTACT: Kathleen Scheuerle, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's *Report and Order*, MM Docket No. 94-113, adopted September 1, 1995, and released September 12, 1995. The full text of this Commission decision is available for inspection and copying during normal business hours in the Commission's Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractors, International Transcription Services, Inc., 2100 M Street, NW., Suite 140, Washington, DC 20037, (202) 857-3800.

List of Subjects in 47 CFR Part 73

Radio broadcasting.
Part 73 of title 47 of the Code of Federal Regulations is amended as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 continues to read as follows:

Authority: Secs. 303, 48 Stat., as amended, 1082; 47 U.S.C. 154, as amended.

§ 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Missouri, is amended by adding Miner, Channel 296A and Scott City, Channel 230A. Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 95-22944 Filed 9-14-95; 8:45 am]

BILLING CODE 6712-01-F

47 CFR Part 76

[MM Docket Nos. 92-266 and 93-215; FCC 95-196]

Cable Act of 1992—Small Systems

AGENCY: Federal Communications Commission.

ACTION: Final rule; notice of effective date.

SUBJECT: FCC Form 1230 Approved by Office of Management and Budget.

SUMMARY: The FCC Form 1230 was approved by the Office of Management and Budget on August 21, 1995. That date also serves as the effective date for the rules and regulations adopted in the Sixth Report and Order and Eleventh Order on Reconsideration in MM Docket Nos. 92-266 and 93-215, Implementation of Sections of the Cable Television Consumer Protection and Competition Act of 1992: Rate Regulation. The Sixth Report and Order amends definitions of small cable entities to encompass a broader range of cable systems that are eligible for special rate and administrative treatment. To implement these rule changes, the Commission created the FCC Form 1230. In introducing the FCC Form 1230 and new simplified small system rate relief, the Commission continues its ongoing efforts to offer small cable companies administrative relief from rate regulation in furtherance of congressional intent.

DATES: Regulations published in MM Doc Nos. 92-266 and 93-215 published on July 12, 1995 (60 FR 35854) are effective August 21, 1995.

FOR FURTHER INFORMATION CONTACT: Thomas Power at (202) 416-0877.

SUPPLEMENTARY INFORMATION: On June 5, 1995, the Commission released the Sixth Report and Order and Eleventh Order on Reconsideration in MM Docket Nos. 92-266 and 93-215, Implementation of Sections of the Cable Television Consumer Protection and Competition Act of 1992: Rate Regulation ("Sixth Report and Order"), 60 FR 35854 (July 12, 1995). Copies of FCC Form 1230 can be obtained from the Commission's duplicating contractor, International Transcription Service (ITS), at (202) 857-3800; and free of charge from Garcia Consulting, Inc., at (202) 416-0919. Copies can also be obtained via the Commission's Fax on Demand System. To obtain faxed copies, contact (202) 418-0177 from the handset on your fax machine and enter the document retrieval number 001230 when prompted by the system. Assistance with the Fax on Demand System can be obtained by calling Dorothy Conway at (202) 418-0217. Federal Communications Commission.

William F. Caton,
Acting Secretary.

[FR Doc. 95-22835 Filed 9-14-95; 8:45 am]

BILLING CODE 6712-01-M

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 531**

[Docket No. 95-45; Notice 2]

Passenger Automobile Average Fuel Economy Standards; MedNet Incorporated; Final Decision

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

ACTION: Final decision.

SUMMARY: This decision responds to a petition filed by MedNet Incorporated (MedNet) requesting that it be exempted from the generally applicable average fuel economy standard of 27.5 miles per gallon (mpg) for model years 1996 through 1998, and that lower alternative standards be established for it for each of these model years. This decision exempts MedNet and establishes an alternative standard of 17.0 mpg for MY 1996, MY 1997, and MY 1998.

DATES: Effective date: October 30, 1995. This exemption and the alternative standards apply to MedNet for MYs 1996, 1997, and 1998. Petitions for reconsideration must be submitted by October 16, 1995.

ADDRESSES: Petitions for reconsideration must be submitted to: Administrator, NHTSA, 400 Seventh Street SW., Washington, D.C. 20590. It is requested, but not required, that 10 copies be provided.

FOR FURTHER INFORMATION CONTACT: Ms. Henrietta Spinner, Office of Market Incentives, NHTSA, 400 Seventh Street SW., Washington, D.C. 20590. Ms. Spinner's telephone number is: (202) 366-4802.

SUPPLEMENTARY INFORMATION: NHTSA is exempting MedNet from the generally applicable average fuel economy standard for 1996, 1997, and 1998 model years and establishing alternative standards applicable to MedNet for each of these model years. This exemption is issued under the authority of 49 U.S.C. 32902(d), providing that NHTSA may exempt a low volume manufacturer of passenger automobiles from the generally applicable average fuel economy standards if NHTSA concludes that those standards are more stringent than the maximum feasible average fuel economy for that manufacturer and if NHTSA establishes an alternative standard for that manufacturer at its maximum feasible level. Under the statute, a low volume manufacturer is one that manufactured (worldwide) fewer than 10,000 passenger

automobiles in the second model year before the model year for which the exemption is sought (the affected model year) and that will manufacture fewer than 10,000 passenger automobiles in the affected model year. In determining the maximum feasible average fuel economy, the agency is required under 49 U.S.C. 32902(f) to consider:

- (1) Technological feasibility
- (2) Economic practicability
- (3) The effect of other Federal motor vehicle standards on fuel economy, and
- (4) The need of the Nation to conserve energy.

This final decision was preceded by a proposed decision announcing the agency's tentative conclusion that it would not be technologically feasible and economically practicable for MedNet to improve the fuel economy of its vehicles in MY 1996 through 1998 above an average of 17.0 mpg for MY 1996, 17.0 mpg for MY 1997, and 17.0 mpg for MY 1998 and that the maximum feasible average fuel economy for MedNet is 17.0 mpg in MY 1996, 17.0 mpg in MY 1997, and 17.0 mpg in MY 1998. (60 FR 31937) No comments were received on the proposed decision.

The agency is adopting the tentative conclusions set forth in the proposed decision as its final conclusions, for the reasons set forth in the proposed decision. Based on the conclusions that the maximum feasible average fuel economy level for MedNet in each of MYs 1996, 1997, and 1998 is 17.0 mpg, that other Federal motor vehicle safety standards will not affect achievable fuel economy beyond the extent considered in the proposed decision, and that the nation's need to conserve energy will not be affected by granting this exemption, NHTSA hereby exempts MedNet from the generally applicable passenger automobile average fuel economy standard for the 1996, 1997, and 1998 model years and establishes an alternative standard of 17.0 mpg for MedNet for each of these years.

NHTSA has analyzed this decision and determined that neither Executive Order 12866 nor the Department of Transportation's regulatory policies and procedures apply. Under Executive Order 12866, the proposal would not establish a "rule," which is defined in the Executive Order as "an agency statement of general applicability and future effect." This exemption is not generally applicable, since it would apply only to MedNet, Inc., as discussed in this decision. Under DOT regulatory policies and procedures, this decision is not a "significant regulation." If the Executive Order and the Departmental policies and procedures were applicable, the agency would have

determined that this proposed action is neither major nor significant. The principal impact of this exemption is that MedNet will not be required to pay civil penalties if it achieves a CAFE level equivalent to the alternative standard published in this notice. Since this decision sets an alternative standard at the level determined to be MedNet's maximum feasible level for MYs 1996 through 1998, no fuel would be saved by establishing a higher alternative standard. The impacts for the public at large are minimal.

The agency has also considered the environmental implications of this decision in accordance with the National Environmental Policy Act and determined that this decision will not significantly affect the human environment. Regardless of the fuel economy of the exempted vehicles, they must pass the emissions standards which measure the amount of emissions per mile traveled. Thus, the quality of the air is not affected by the decision and alternative standards. Further, since MedNet's MY 1996, 1997, and 1998 automobiles cannot achieve better fuel economy than 17.0 mpg, granting this exemption will not affect the amount of fuel used.

Since the Regulatory Flexibility Act may apply to a decision exempting a manufacturer from a generally applicable standard, I certify that this decision will not have a significant impact on a substantial number of small entities. This decision does not impose any burdens on MedNet. It does relieve the company from having to pay civil penalties for noncompliance with the generally applicable standard for MY's 1996, 1997, and 1998. Since the price of 1996, 1997, and 1998 MedNet automobiles will not be affected by this decision, the purchasers will not be affected.

List of Subjects in 49 CFR Part 531

Energy conservation, Gasoline, Imports, Motor Vehicles.

In consideration of the foregoing, 49 CFR part 531 is amended to read as follows:

PART 531—[AMENDED]

1. The authority citation for part 531 is revised to read as follows:

Authority: 49 U.S.C. 32902; Delegation of authority at 49 CFR 1.50.

2. In § 531.5, the introductory text of paragraph (b) is republished for the convenience of the reader and paragraph (b)(12) is added to read as follows:

§ 531.5 Fuel economy standards.

* * * * *

(b) The following manufacturers shall comply with the standards indicated below for the specified model years:

* * * * *

(12) MedNet, Inc.

Model year	Average fuel economy standard (miles per gallon)
1996	17.0
1997	17.0
1998	17.0

Issued on: September 12, 1995.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-22998 Filed 9-14-95; 8:45 am]

BILLING CODE: 4910-59-P

49 CFR Part 583

[Docket No. 92-64; Notice 07]

RIN 2127-AG03

Motor Vehicle Content Labeling

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

ACTION: Final rule; further response to petitions for reconsideration.

SUMMARY: The American Automobile Labeling Act requires passenger cars and other light vehicles to be labeled with information about their domestic and foreign content. This document responds to several petitions for reconsideration of the agency's July 1994 final rule implementing that statute. NHTSA is making several changes to the final rule in response to the petitions, which will reduce the burdens associated with making content calculations and also result in more accurate information. The agency has also decided not to make a number of the changes requested by the petitions.

DATES: Effective date. The amendments made by this rule are effective October 16, 1995.

Petitions for reconsideration. Petitions for reconsideration must be received not later than October 16, 1995.

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: Mr. Orron Kee, Office of Market Incentives, National Highway Safety

Administration, Room 5313, 400 Seventh Street SW, Washington, DC 20590 (202-366-0846).

SUPPLEMENTARY INFORMATION:

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I. Background

A. Statutory Requirements

Congress enacted the American Automobile Labeling Act (Labeling Act) as part of the Department of Transportation and Related Agencies Appropriation Act for Fiscal Year 1993, P.L. 102-388. The Labeling Act amended Title II of the Motor Vehicle Information and Cost Savings Act (Cost Savings Act) by adding a new section 210.

Subsequently, on July 5, 1994, the President signed a bill (P.L. 103-272) which revised and codified "without substantive change" the Cost Savings Act and two other NHTSA statutes. The content labeling provisions, which formerly existed as section 210 of the Cost Savings Act, are now codified at 49 U.S.C. § 32304, Passenger motor vehicle country of origin labeling. NHTSA will

use the new statutory citations in this notice.

Section 32304 requires passenger motor vehicles¹ manufactured on or after October 1, 1994 to be labeled with information about their domestic and foreign content. The purpose of the section is to enable consumers to take country of origin information into account in deciding which vehicle to purchase.

Section 32304(b) requires each new passenger motor vehicle to be labeled with the following five items of information:

- (1) The percentage U.S./Canadian equipment (parts) content;
- (2) The names of any countries² other than the U.S. and Canada which individually contribute 15 percent or more of the equipment content, and the percentage content for each such country;
- (3) The final assembly place by city, state (where appropriate), and country;
- (4) The country of origin of the engine; and
- (5) The country of origin of the transmission.

Section 32304(b) specifies that the first two items of information, the equipment content percentages for the U.S./Canada and foreign countries, are calculated on a "carline" basis rather than for each individual vehicle. The term "carline" refers to a name of a group of vehicles which has a degree of commonality in construction such as body and chassis.

Manufacturers of passenger motor vehicles are required to establish the required information annually for each model year, and are responsible for the affixing of the required label to the vehicle. Dealers are responsible for maintaining the labels.

In order to calculate the information required for the label, the vehicle manufacturer must know certain information about the origin of each item of passenger motor vehicle equipment used to assemble its vehicles. For example, in order to calculate the information for the first item of the label, i.e., the percentage of the value of the motor vehicle

¹ The term "passenger motor vehicle," defined in 49 U.S.C. 32101 as a motor vehicle with motive power designed to carry not more than 12 individuals, is amended for purposes of section 32304 to include any "multipurpose vehicle" and "light duty truck" that is rated at not more than 8,500 pounds gross vehicle weight. Thus, the motor vehicle content labeling requirements apply to passenger cars, light trucks, multipurpose passenger vehicles, and certain small buses. Motorcycles are excluded.

² If there are more than two such countries, only the names of the two countries providing the greatest amount of content need be listed.