

denying them nondiscriminatory roaming agreements, and the Commission believed these arguments should be further explored in light of ongoing developments.

33. The Commission did determine, however, that certain forms of regulation should not be proposed in the *Third NPRM*. In particular, the Commission rejected any proposal that would require carriers to adopt particular technology or modify their networks so as to offer roaming arrangements to any provider. Similarly, the Commission determined not to propose regulation of agreements between carriers to hand off calls in progress because the record indicated that such arrangements may be technically and administratively complex and because there was no evidence that access to such arrangements is important to providers' ability to compete. The Commission also rejected any alternative that would require carriers to do more than refrain from discrimination among similarly situated providers. Thus, the Commission does not propose to require carriers to offer roaming agreements under any particular terms and conditions, or even to offer roaming service to any carrier at all.

34. In addition, the Commission rejected the alternative of proposing to apply any automatic roaming rule to CMRS providers other than cellular, broadband PCS, and covered SMR carriers because the record did not establish that ubiquitous roaming capability is important to the competitive success or utility of these services. The Commission also rejected the alternative of proposing to continue any automatic roaming rule indefinitely because it believes that any necessity that may now exist for such a rule would be obviated once broadband PCS networks are substantially built out. With respect to manual roaming, the Commission requests comment on a sunset for similar reasons, but it rejected the alternative of imposing a sunset at this time because the existing record does not develop the implications of such a sunset.

VII. Federal Rules That Overlap, Duplicate, or Conflict with These Proposed Rules.

35. None.

VIII. IRFA Comments

36. The Commission requests written public comment on the foregoing Initial Regulatory Flexibility Analysis (IRFA). Comments must have a separate and distinct heading designating them as responses to the IRFA and must be filed

by the deadlines specified in paragraph 37 of the *Second Report and Order and Third Notice of Proposed Rulemaking*.

List of Subjects in 47 CFR Part 20

Communications common carriers.

Federal Communications Commission

William F. Caton,

Acting Secretary.

[FR Doc. 96-21796 Filed 8-26-96; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 96-093; Notice 1]

Public Meeting—Heavy Vehicle Safety

AGENCY: National Highway Traffic Safety Administration, Transportation.

ACTION: Notice of public meeting.

SUMMARY: This document announces a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will seek information from interested persons on the design and performance of heavy trucks and intercity and transit buses, as related to their safe operation. NHTSA also will consider suggestions for rulemakings and other actions that the agency should take to enhance the safety performance of heavy vehicles. This document also invites written comments on the same subject. School bus issues are excluded from this notice, since they are being addressed under separate agency actions.

DATES: *Public meeting:* The meeting will be held on October 17, 1996, from 10:00 am until 4:00 pm. Those wishing to make an oral presentation at the meeting should contact Darlene Curtin at the address, telephone number, or fax number listed below by September 30, 1996.

Written comments: Written comments are due by October 28, 1996.

ADDRESS: *Public meeting:* The public meeting will be held at the Westin Hotel, Renaissance Center, Detroit, Michigan 48243, Phone (313) 568-8200.

Written comments: All written comments should be mailed to the Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 7th Street, SW., Washington, DC 20590. Please refer to the docket and notice number at the top of this notice when submitting written comments.

FOR FURTHER INFORMATION CONTACT: Darlene Curtin, Office of Crash

Avoidance Standards, NHTSA, 400 7th Street, SW, Room 5320, Washington, DC 20590. Telephone 202-366-4931; Fax 202-366-4329.

SUPPLEMENTARY INFORMATION:

Regulatory Reform

Calling for a new approach to the way government interacts with the private sector, President Clinton asked the Executive Branch agencies to improve the regulatory process and seek non-regulatory means of working with the public and regulated industries. Specifically, the President requested that agencies: (1) cut obsolete regulations; (2) reward results; (3) meet with persons affected by and interested in its regulations; and (4) use consensual rulemaking more frequently. This notice responds to the third item by scheduling a meeting with the public with regard to the safety of heavy vehicles as affected by their design and performance characteristics.

Issues to be Addressed

This public outreach meeting represents a continuation of the agency's longstanding policy of working collaboratively with all parties who are concerned about this vital aspect of motor vehicle and highway safety. Truck crash involvement rates have improved markedly over the past 10 years, a time period during which truck travel grew 43 percent. Between 1982 and 1992, the fatal crash involvement rate for medium and heavy trucks fell 38 percent. The comparable rate for passenger cars dropped 39 percent during that same time period. Between 1989 and 1993, the involvement rate of medium and heavy trucks in all crashes (both fatal and non-fatal) decreased 11 percent. Notwithstanding these positive trends, there were 445,000 crashes in 1994 involving a medium/heavy truck. A total of 5,112 people were killed in those crashes, 13 percent of all those killed in highway related crashes that year. The majority of those killed were occupants of other vehicles involved in collisions with medium/heavy trucks.

To address this issue, the agency has worked extensively with industry and other interested parties to develop programs that will lead to effective and practical solutions for improving heavy vehicle safety. Most recently, in June 1995, the agency published a 5-year Heavy Vehicle Safety Research Program Plan which contains a listing of topics that were identified as being appropriate targets for further improvements in heavy vehicle safety design and performance. Prospective commenters and participants are referred to that

document as background material for this meeting. Copies are available upon request to Mr. James Britell at (202) 366-5678 or fax at (202) 366-7237.

NHTSA is interested in obtaining information from the public about how the agency, and the private sector, can best move forward over the next two to five years to foster, or possibly require, the implementation of additional technological improvements in heavy trucks and intercity and transit buses. The agency's strategic research plan identified a number of broad subject areas where technological opportunities exist for safety enhancement, including:

- * Advanced technology electronics-based collision avoidance systems
- * Driver/vehicle interaction, ergonomics/human factors
- * Braking performance
- * Vehicle dynamic stability/control/handling

* Truck occupant protection and inter-vehicle collision aggressivity reduction. Commenters and participants are encouraged to focus on these topics, or others if they deem it appropriate, when preparing their suggestions and comments.

Among other things, NHTSA is holding this meeting to help assess how best to proceed with resource allocation and prioritization (both public and private sector), agenda setting (both research and regulatory), and other activities for improving the safety performance of heavy trucks and intercity and transit buses. The agency hopes to obtain information from the public, including private and commercial drivers, product suppliers, motor vehicle and trailer manufacturers, vehicle and traffic safety organizations, consumer groups, and others. This information will help NHTSA focus its rulemakings and other actions.

NHTSA will entertain suggestions for rulemakings, research, and other activities that the agency should undertake. Suggestions for agency action should be accompanied by a rationale for the action and the expected benefits and other consequences.

Procedural Matters

The public meeting will begin at 10:00 am on October 17, 1996, and is scheduled to conclude at 4:00 pm. It will take place on the day following the close of the SAE's Annual Truck and Bus Meeting and Exposition. The location will be the Westin Hotel, Renaissance Center, Detroit, Michigan. Persons wishing to speak at the public meeting should contact Darlene Curtin by the indicated date, and must include requests for audio-visual aids. Those

speaking at the public meeting should limit their presentations to 15 minutes. If a presentation will include slides, motion pictures, or other visual aids, the presenters should bring at least one copy to the meeting for submission to NHTSA, so that NHTSA can readily include the material in the public record. At the meeting, NHTSA staff may ask questions of any speaker, and any participant may submit written questions for the NHTSA staff. NHTSA may, at its discretion, address the latter to other meeting participants. There will be no opportunity for participants directly to question each other. If time permits, persons who have not requested time, but would like to make a statement, will be afforded an opportunity to do so.

A schedule of participants making oral presentations will be available at the designated meeting room. A copy of any written statements provided to NHTSA at the meeting will be placed in the docket relating to this notice. A verbatim transcript of the meeting will be prepared and placed in the NHTSA docket as soon as possible after the meeting.

Participation in the meeting is not a prerequisite for the submission of written comments. NHTSA invites written comments from all interested parties. It is requested but not required that 10 copies be submitted.

NHTSA will continue to file relevant information in the docket as it becomes available after the closing date. It is therefore recommended that interested persons continue to examine the docket for new material.

Issued: August 22, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-21819 Filed 8-26-96; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 227 and 425

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17 and 425

Endangered and Threatened Species; Notice of Public Meetings, Public Hearings and Extension of Comment Period on Proposed Threatened Status for a Distinct Population Segment of Anadromous Atlantic Salmon (*Salmo Salar*) in Seven Maine Rivers

AGENCIES: National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Commerce; and Fish and Wildlife Service, Interior.

ACTION: Reopening of public comment period and announcement of public meetings and hearings.

SUMMARY: The National Marine Fisheries Service and the Fish and Wildlife Service, collectively the Services, give notice that the public comment period has been reopened in regards to the proposed threatened status designation for a distinct population segment of anadromous Atlantic Salmon (*Salmo Salar*) in the Sheepscot, Ducktrap, Narraguagus, Pleasant, Machias, East Machias, and Dennys Rivers in Maine. There will be three public meetings to present information and answer questions, followed immediately by more formal public hearings to accept verbal and written comments about the designation of this population segment as threatened. The comment period is reopened for a period of 45 days.

DATES: The combined public meeting and hearings will be held from 7 to 10 p.m. on September 17, Augusta, Maine; from 7 to 10 p.m. on September 18, Ellsworth, Maine; and from 7 to 10 p.m. on September 19, Machias, Maine. All scientific data and comments must be submitted to the Services by October 11, 1996.

ADDRESSES: *Comments:* Please send any written comments to Paul Nickerson, U.S. Fish and Wildlife Service, 300 Westgate Center Drive, Hadley, Massachusetts 01035, or Mary Colligan, National Marine Fisheries Service, One Blackburn Drive, Gloucester, Massachusetts 01930.

Public Meetings and Hearings: