

(Catalog of Federal Domestic Assistance No. 83.516, Disaster Assistance.)

James L. Witt,

Director.

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BILLING CODE 6718-02-P

FEDERAL EMERGENCY MANAGEMENT AGENCY

Open Meeting, Technical Mapping Advisory Council

AGENCY: Federal Emergency
Management Agency (FEMA).

ACTION: Notice of meeting.

SUMMARY: In accordance with section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. App. 1, the Federal Emergency Management Agency gives notice that the following meeting will be held:

Name: Technical Mapping Advisory Council.

Dates of Meeting: September 11 and 12, 1997.

Places: The meeting will be held in the Civil Engineering Research Foundation Room at the American Society of Civil Engineers building, 1015 15th Street, NW, Washington, D.C.

Times: 9:00 a.m. to 5:30 p.m. on Thursday and 9:00 a.m. to 4:00 p.m. Friday.

Proposed Agenda: Council members will hear presentations from the National Association of Flood and Stormwater Management Agencies and the FEMA's Hazard Identification & Risk Assessment Branch. The Council will also discuss the contents of its second annual report to the Director of FEMA, update their Plan of Action, and hear a report on the workgroup for Elevation Certificates.

Status: This meeting is open to the public.

FOR FURTHER INFORMATION CONTACT: Michael K. Buckley, PE, Federal Emergency Management Agency, 500 C Street SW., Room 421, Washington, DC 20472; telephone (202) 646-2756 or by fax at (202) 646-4596.

Dated: July 31, 1997.

Craig Wingo,

Deputy Associate Director, Mitigation Directorate.

[FR Doc. 97-20847 Filed 8-6-97; 8:45 am]

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FEDERAL MARITIME COMMISSION

Ocean Freight Forwarder License

Revocations

The Federal Maritime Commission hereby gives notice that the following freight forwarder licenses have been revoked pursuant to section 19 of the Shipping Act of 1984 (46 U.S.C. app. 1718) and the regulations of the Commission pertaining to the licensing of ocean freight forwarders, effective on the corresponding revocation dates shown below:

License Number: 3678.

Name: Total Transport, Inc.

Address: 7749 East 11th Street, Tulsa, OK 74112.

Date Revoked: May 12, 1997.

Reason: Surrendered license voluntarily.

License Number: 1957.

Name: Universal Freight Forwarders, Ltd. d/b/a Universal Freight Forwarders and Customs Brokers, Ltd.

Address: 83 South King Street, Suite 205, Seattle, WA 98104.

Date Revoked: May 2, 1997.

Reason: Surrendered license voluntarily.

Bryant L. VanBrakle,

Director, Bureau of Tariffs, Certification and Licensing.

[FR Doc. 97-20820 Filed 8-6-97; 8:45 am]

BILLING CODE 6730-01-M

FEDERAL TRADE COMMISSION

Labeling Requirements for Alternative Fuels and Alternative Fueled Vehicles

AGENCY: Federal Trade Commission.

ACTION: Grant of Partial Exemption from the Commission's Alternative Fuels and Alternative Fueled Vehicles Rule.

SUMMARY: The Commission has granted the petition of the Ford Motor Company ("Ford") requesting permission to use an alternative fueled vehicle ("AFV") label in California that differs from the AFV label specified in the Commission's rule concerning Labeling Requirements for Alternative Fuels and Alternative Fueled Vehicles ("Rule"). Pursuant to Rule 1.26 of the Commission's Rules of Practice, and Commission grants, for good cause, the requested relief without a notice and comment period because the Commission finds that such a procedure is unnecessary to protect the public interest in this case.

EFFECTIVE DATE: August 7, 1997.

FOR FURTHER INFORMATION CONTACT: Neil Blickman, Attorney, Federal Trade Commission, Bureau of Consumer

Protection, Division of Enforcement, Sixth Street and Pennsylvania Ave., N.W., Washington, DC 20580, (202) 326-3038.

SUPPLEMENTARY INFORMATION:

Part A—Background Information

On May 19, 1995, the Commission published the Alternative Fuels and Alternative Fueled Vehicles Rule in the **Federal Register** (60 FR 26926). The Rule, in pertinent part, established labeling requirements for new covered AFVs. The labels disclose specific cost and benefit information to enable consumers to make reasonable purchasing choices and comparisons. The labeling requirements for new covered AFVs became effective November 20, 1995.

Section 309.20 of the Rule provides that before offering a new covered AFV for acquisition to consumers, manufacturers must affix on a visible surface of each such vehicle a new vehicle label consisting of three parts. Part one must disclose objective information about the estimated cruising range and environmental impact of the particular AFV. Part two must disclose and explain specific factors consumers should consider before buying an AFV. Part three must list specific toll-free telephone numbers for consumers who want to call the Federal government for more information about AFVs. Section 309.20 of the Rule further states that no marks or information other than that specified by the Rule may appear on the label.

With respect to environmental impact, the labels must tell consumers whether or not the vehicle has met an Environmental Protection Agency ("EPA") emission certification standard and, if so, what standard. If a vehicle has been certified, that fact must be noted with a mark in a box on the label, and a caret must be inserted above the standard the vehicle has been certified to meet. The graphic on the label depicts seven EPA emissions standards in increasing order of stringency.

For several years, EPA has promulgated emissions classification standards as part of its Federal Motor Vehicle Control Program, which establishes pollution limits for "criteria air pollutants" (i.e., hydrocarbons, carbon monoxide, nitrogen oxides, and particulate matter). Each of these pollutants is released into the air from an automobile's tailpipe as exhaust. In addition, hydrocarbons in vapor form also are released due to the evaporation of fuel and during refueling. The standards apply to new motor vehicles manufactured in specified model years.

After manufacturers submit appropriate test reports and data, the EPA Administrator issues a "certificate of conformity" to those vehicle manufacturers demonstrating compliance with the applicable emissions standards.

Pursuant to its authority under the 1990 Clean Air Act Amendments,¹ EPA began issuing stricter emission standards for each model year as a way of reducing levels of the criteria air pollutants. One set of standards, the Tier 1 standards, was phased in beginning with the 1994 model year. The second set of standards establishes five stricter standards as part of a new "clean-fuel vehicles" program.² To qualify as a clean-fuel vehicle, a vehicle must meet one of five sets of increasingly stringent standards. The standards are denominated, in increasing order of stringency, TLEV ("Transitional Low Emission Vehicle"), LEV ("Low Emission Vehicle"), ULEV ("Ultra Low Emission Vehicle"), ILEV ("Inherently Low Emission Vehicle"), and ZEV ("Zero Emission Vehicle"). Disclosures regarding both sets of EPA emission standards are required on the Rule's labels for new covered AFVs because the Commission determined that information concerning EPA emission certification levels provides a simple way of comparing different AFVs and, therefore, is useful to consumers considering AFV acquisitions.³

Part B—Ford's Proposal

In 1996, after the Commission promulgated its Rule, the State of California Air Resources Board ("CARB") established a stringent emission standard denominated SULEV ("Super Ultra Low Emission Vehicle"). Although EPA has not amended its regulations to adopt this standard, according to staff at EPA and CARB, an AFV in California certified as meeting the requirements of the CARB SULEV standard is certified to a stricter emissions standard than a ULEV plus ILEV certified vehicle.⁴ Furthermore, a vehicle certified to a SULEV plus ILEV standard is certified to a stricter emissions standard than a SULEV certified vehicle.

The California LEV program requires Ford to sell a specified percentage of vehicles that are certified to the LEV and ULEV standards. By certifying vehicles to the SULEV standard,

however, Ford receives additional vehicle credits to comply with this program. Ford is in the process of certifying AFVs in California to the CARB SULEV emission standard and the EPA ILEV emission standard. Ford wishes to disclose to consumers in California information indicating that an AFV has been certified to the CARB SULEV emission standard. The problem Ford has encountered is that the Commission's AFV label provides no means of conveying such information because the SULEV emission standard did not exist at the time the Rule was promulgated, and, therefore, is not included as a disclosure on the Commission's AFV label.

Ford, therefore, petitioned the Commission to permit it to use an AFV label, in California only, that differs in two respects from the AFV label described in section 309.20 of the Rule:⁵

(1) To convey accurate information to consumers in California, Ford requested permission to add a check-box to the label with accompanying text that reads, "This vehicle meets the California Air Resources Board emission standard noted below."

(2) For applicable new covered vehicles, Ford also requested permission to add "SULEV" and "SULEV + ILEV" disclosures to the list of emissions standards on the AFV label, between the "ULEV + ILEV" and "ZEV" standards.

Ford asserted that granting its petition will provide additional useful information to consumers considering AFV acquisitions in California, and will permit it to demonstrate to consumers in that state the technological advances it has made in producing cleaner, lower-emitting vehicles.⁶

The Commission has determined that including the CARB SULEV emission standard on labels in California for new covered AFVs, in the format proposed by Ford, is appropriate, feasible, and consistent with the Rule's intent. In issuing the Rule, the Commission concluded that requiring disclosure of emission certification standards is appropriate and would be useful to

consumers. The Commission noted further that incorporating environmental considerations into national energy policy was a key goal of the Energy Policy Act of 1992 ("EPA 92"),⁷ pursuant to which the Rule was promulgated, and improving the environment was a principal purpose of that statute. EPA 92 gives special attention to the fact that the environmental performance of alternative fuels differs, and that those differences need to be explained to consumers.⁸

In the Commission's view, granting Ford's petition to permit it to include the SULEV emission standard on AFV labels will provide additional comparative information regarding alternative fuels that will be helpful to consumers in California considering AFV acquisitions (e.g., fleet operators as well as environmentally concerned consumers). Specifically, because AFVs are certified to a specific emission standard, disclosure of the SULEV certification level will provide a simple and even more useful way of comparing different AFVs in California. Disclosure of additional objective data such as the SULEV certification level also will benefit consumers in California attempting to evaluate competitive advertising and marketing claims regarding any AFV's environmental performance.

In addition, the Commission has determined that the AFV labeling approach proposed by Ford offers a clear, conspicuous, and easily readable disclosure to consumers of all Rule-required information and complies with the intent of the regulation. Furthermore, granting the AFV label variances requested will not adversely affect the public interest or result in any consumer injury, but rather will provide additional useful information to consumers while accommodating a technological development in the industry. Therefore, the Commission is granting Ford permission to use its proposed AFV label on new covered AFVs, provided that Ford uses its modified AFV label only in the State of California, and complies with the Rule's AFV label specifications in all other respects.

By direction of the Commission.

Donald S. Clark,

Secretary.

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¹ Pub. L. 101-549, 104 Stat. 2399 (1990).

² See 40 CFR 88 (1996).

³ 60 FR 26926, 26946 (May 19, 1995).

⁴ According to EPA, a vehicle certified as meeting the requirements to both the ULEV and ILEV standards has lower combined exhaust and evaporative emission than an ILEV certified vehicle.

⁵ Ford is a manufacturer of AFVs covered by the Rule. See 16 CFR 309.1(f) and 309.1(r).

⁶ The Commission previously has granted similar requests without notice and comment procedures. See Fuel Rating Rule (formerly Octane Rule) exemptions granted to Sunoco in 1979 (44 FR 33740) and in 1990 (55 FR 1871); to Gilbarco, Inc. in 1988 (53 FR 29277); to Gilbarco on behalf of Exxon in 1989 (54 FR 14072); to Dresser Industries, Inc. on behalf of several gasoline refiners in 1991 (56 FR 26821); to the Bennett Pump Co. on behalf of Wesco Oil Co. in 1993 (58 FR 64406); and to Gilbarco on behalf of several gasoline refiners in 1995 (60 FR 57584).

⁷ Pub. L. 102-486, 106 Stat. 2776 (1992).

⁸ 60 FR 26926, 26946.