governments ''to provide meaningful and timely input in the development of regulatory proposals containing significant unfunded mandates.''

Today's rule does not create an unfunded Federal mandate on State, local, or tribal governments. The rule does not impose any enforceable duties on these entities. Accordingly, the requirements of section 1(a) of Executive Order 12875 do not apply to this rule.

C. Executive Order 13084

Under Executive Order 13084, entitled *Consultation and Coordination with Indian Tribal Governments* (63 FR 27655, May 19, 1998), EPA may not issue a regulation that is not required by statute, that significantly or uniquely affects the communities of Indian tribal governments, and that imposes substantial direct compliance costs on those communities, unless the Federal government provides the funds necessary to pay the direct compliance costs incurred by the tribal governments. If the mandate is unfunded, EPA must provide OMB, in a separately identified section of the preamble to the rule, a description of the extent of EPA's prior consultation with representatives of affected tribal governments, a summary of the nature of their concerns, and a statement supporting the need to issue the regulation. In addition, Executive Order 13084 requires EPA to develop an effective process permitting elected officials and other representatives of Indian tribal governments ''to provide meaningful and timely input in the development of regulatory policies on matters that significantly or uniquely affect their communities.''

Today's rule does not significantly or uniquely affect the communities of Indian tribal governments. This action does not involve or impose any requirements that affect Indian tribes. Accordingly, the requirements of section 3(b) of Executive Order 13084 do not apply to this rule.

VIII. Submission to Congress and the Comptroller General

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the Agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and the Comptroller General of the United States. EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. This rule is not a ''major rule'' as defined by 5 U.S.C. 804(2).

List of Subjects in 40 CFR Part 180

Environmental protection, Administrative practice and procedure, Agricultural commodities, Pesticides and pests, Reporting and recordkeeping requirements.

Dated: May 11, 1999.

Susan B. Hazen,

Actinig Director, Office of Pesticide Programs.

Therefore, 40 CFR chapter I is amended as follows:

PART 180—[AMENDED]

1. The authority citation for part 180 continues to read as follows:

Authority: 21 U.S.C. 321(q), 346a, and 371.

2. In § 180.505, by revising paragraph (a) to read as follows:

§ 180.505 Emamectin Benzoate; tolerances for residues.

(a) *General.* Tolerances are established for the combined residues of the insecticide emamectin benzoate, 4′-epi-methylamino-4′-deoxyavermectin B_1 benzoate (a mixture of a minimum of 90% 4′-epi-methylamino-4′-deoxyavermectin B_{1a} and a maximum of 10% 4′-epi-methlyamino-4′deoxyavermectin B_{1b} benzoate) and its metabolites 8,9 isomer of the B_{1a} and B_{1b} component of the parent insecticide (8,9 ZMA); 4′-deoxy-4′-epi-amino-avermectin B_1 (AB_{1a}); 4′deoxy-4′-epi-(*N*-formyl-*N*-methyl)amino-avermectin (MFB_{1a}); and 4′-deoxy-4′-epi-(*N*-formyl)amino-avermectin B_1(FAB_{1a}) in or on the following commodities:

Commodity	Parts per million
Brassica, head & stem subgroup (5-A)	0.025
Celery	0.025
Lettuce, head	0.025

* * * * *

[FR Doc. 99–12593 Filed 5–18–99; 8:45 am]

BILLING CODE 6560–50–F

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 1

[FCC 99–93]

Amendment of the Commission's Rules of Practice and Procedure

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: In this document we amend the Commission's rules, to extend the deadline for the filing of paper documents such as petitions, pleadings, and tariffs, that are not required to be accompanied by a fee, and that are hand-delivered to the Commission's Office of the Secretary. The filing deadline for all such documents is extended from 5:30 p.m. until 7:00 p.m.

DATES: Effective May 19, 1999.

FOR FURTHER INFORMATION CONTACT: Andra Cunningham, Office of the Secretary, (202) 418–0300.

SUPPLEMENTARY INFORMATION:

1. By this Order, the Commission amends section 1.4(f) of the Commission's rules, 47 CFR 1.4(f), to extend the deadline for the filing of paper documents such as petitions, pleadings, and tariffs, that are not required to be accompanied by a fee, and that are hand-delivered to the Commission's Office of the Secretary.

2. Currently, the filing deadline for all such documents is 5:30 p.m. The amendment adopted here extends the deadline for the filing of paper documents to 7:00 p.m. The document must be tendered for filing in complete form with the Office of the Secretary at the designated filing counter, TW–A325, at the Commission's new offices, located at 445 12th Street, SW, Washington, DC. This amendment is designed to facilitate the filing of paper documents in a timely manner.

3. Because the rule amendment adopted here is a matter of agency practice and procedure, compliance with the notice and comment and effective date provisions of the Administrative Procedure Act is not required. *See* 5 U.S.C. 553(b)(A)–(d).

4. It is ordered that, pursuant to authority found in sections 4(i), 4(j), and 303(r) of the Communications Act of 1934, as amended, 47 U.S.C. 154 (i), 154(j), and 303(r).

5. It is further ordered that the rules as amended shall become effective upon publication in the **Federal Register**.

List of Subjects in 47 CFR Part 1

Administrative practice and procedure.

Federal Communications Commission.

Magalie Roman Salas,

Secretary.

Rule Changes

Part 1 of Title 47 of the Code of Federal Regulations is amended as follows.

PART 1—PRACTICE AND PROCEDURE

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

Authority: 47 U.S.C. 151, 154(i), 154(j), 155, 225, and 303(r), 309.

2. Section 1.4 is amended by revising paragraph (f) to read as follows:

§ 1.4 Computation of time.

* * * * *

(f) Except as provided in § 0.401(b) of this chapter, all petitions, pleadings, tariffs or other documents not required to be accompanied by a fee and which are hand-delivered must be tendered for filing in complete form, as directed by the Rules, with the Office of the Secretary before 7:00 p.m., at 445 12th St., SW., TW–A325, Washington, DC. The Secretary will determine whether a tendered document meets the pre-7:00 p.m. deadline. Documents filed electronically pursuant to § 1.49(f) must be received by the Commission's electronic filing system before midnight. Applications, attachments and pleadings filed electronically in the Universal Licensing System (ULS) pursuant to § 1.939(b) must be received before midnight on the filing date. Mass Media Bureau applications and reports filed electronically pursuant to § 73.3500 of this Chapter must be received by the electronic filing system before midnight on the filing date.

* * * * *

[FR Doc. 99–12613 Filed 5–18–99; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 531

[Docket No. NHTSA–98–4853]

RIN 2127–AG95

Passenger Automobile Average Fuel Economy Standards

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

ACTION: Final rule.

SUMMARY: This rule amends the passenger automobile fuel economy regulation by providing a procedure by which a vehicle manufacturer may notify NHTSA of the model year in which it elects to consider production of components and automobile assembly in Mexico as domestic value added. This domestic value added is used to determine if a passenger automobile should be assigned to the manufacturer's import or domestic fleet for computation of the fleet average fuel economy. The amendment implements a provision of the North American Free Trade Agreement Implementation Act of 1993.

EFFECTIVE DATE: This amendment is effective July 19, 1999.

ADDRESS: Petitions for reconsideration should refer to the docket number set forth above and be submitted to Docket Management Section, Pl–403, 400 7th Street, SW, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Henrietta L. Spinner, Office of Planning and Consumer Programs, NHTSA, 400 7th Street, SW, Washington, DC 20590. Telephone: (202) 366–4802.

SUPPLEMENTARY INFORMATION:

Background

The Corporate Average Fuel Economy (CAFE) law, codified as Chapter 329 of title 49, United States Code, provides that the Administrator of the Environmental Protection Agency (EPA) calculates the CAFE of each automobile manufacturer (49 U.S.C. 32904(a)). Section 32904(b) provides that passenger automobiles manufactured by a manufacturer are to be divided into two fleets, according to whether or not they are manufactured domestically. Each manufacturer's domestic and non-domestic fleet is required to comply separately with the passenger automobile CAFE standard. An automobile is considered to be manufactured domestically if at least 75 percent of the cost to the manufacturer is attributable to value added in the United States and Canada.

The North American Free Trade Agreement Implementation Act of 1993, Pub. L. 103–182, amended Section 32904(b) to provide that the value added to a passenger automobile in Mexico is considered to be domestic value. As amended, paragraph 32904(b)(3)(A) provides that

> [A] passenger car is deemed to be manufactured domestically in a model year, as provided in subparagraph (B) of this paragraph, if at least 75 percent of the cost to the manufacturer is attributable to value added in the United States, Canada, or Mexico, unless the assembly of the vehicle is completed in Canada or Mexico and the automobile is imported into the United States more than 30 days after the end of the model year.

The effect of the amendment is that value added in Mexico is considered on the same terms as value added in Canada or the United States. However, the transition to treating Mexican value as domestic value was not to be immediate. Subparagraph (B) of paragraph 32904(b)(3) sets forth specific conditions to govern the transition, and specifies different dates for manufacturers, according to whether or when they began to assemble passenger automobiles in Mexico.

Under subparagraph 32904(b)(3)(B)(i), a manufacturer that began to assemble automobiles in Mexico before model year 1992 can elect to have its Mexican production considered domestic beginning with a model year that begins after the date of its election in the period from January 1, 1997, through January 1, 2004.

A manufacturer that began assembling automobiles in Mexico after model year 1991 is required to count the value added in Mexico as domestic value beginning with the model year that begins after January 1, 1994, or the model year in which the manufacturer begins to assemble automobiles in Mexico, whichever is later (subparagraph (B)(ii)).

A manufacturer that does not assemble automobiles in Mexico may elect under subparagraph (B)(iii) to have the value of Mexican components treated as domestic value for purposes of automobiles manufactured in a model year beginning after the date of its election in the period from January 1, 1997, through January 1, 2004.

A manufacturer that does not assemble automobiles in either the United States, Canada, or Mexico is required to count the value of any Mexican components as domestic value, beginning with the model year that begins after January 1, 1994 (subparagraph (B)(iv)).

A manufacturer covered by either subparagraph (B)(i) or (B)(iii) that does not make an election within the specified period must consider any value added in Mexico as domestic value beginning with the model year that begins after January 1, 2004 (subparagraph (B)(v)).

Subparagraph 32904(b)(3)(C) provides that the Secretary of Transportation ''shall prescribe reasonable procedures'' for those manufacturers that can elect the model year for which the value added in Mexico is to be treated as domestic value. Insofar as the calculation of CAFE levels is the