

had changed its name to the Qvale Automotive Group Srl (QAG). Accordingly, Mr. Tunick, acting on behalf of DeTomaso/QAG requested that the agency, in issuing its final decision, grant the exemption to QAG rather than DeTomaso. Accordingly, all references to DeTomaso in the proposed decision have been changed in this final decision to recognize that the final decision applies to QAG.

NHTSA Final Determination

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 these conclusions, the maximum feasible average fuel economy level for QAG is 22.0 mpg for MY 2000 and 22.0 mpg for MY 2001. NHTSA has determined that other Federal motor vehicle standards will not affect achievable fuel economy beyond the extent considered in the proposed decision and that the national effort to conserve energy will not be affected by granting this exemption. NHTSA hereby exempts QAG from the generally applicable passenger automobile average fuel economy standard for the 2000 and 2001 model years and establishes an alternative standard of 22.0 for MYs 2000 and 2001 for QAG.

Regulatory Impact Analyses

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 decision would not establish a "rule," which is defined in the Executive Order as "an agency statement of general applicability and future effect." The decision is not generally applicable, since it would apply only to the Qvale Automotive Group Srl., as discussed in this notice. Under DOT regulatory policies and procedures, the 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 decision is neither major nor significant. The principal impact of this decision is that the exempted company will not be required to pay civil penalties if its maximum feasible average fuel economy were achieved, and purchasers of those vehicles would not have to bear the burden of those civil penalties in the form of higher prices. Since this decision sets an alternative standard at the level determined to be the maximum feasible levels for QAG for MYs 2000 and 2001, no fuel would be saved by establishing a higher alternative

standard. NHTSA finds in the Section on "The Need of the United States to Conserve Energy" that because of the small size of the QAG fleet, that incremental usage of gasoline by QAG's customers would not affect the United States's need to conserve gasoline. There are not any impacts for the public at large.

The agency has also considered the environmental implications of this decision in accordance with the Environmental Policy Act and determined that it does 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 alternative standards. Further, since the exempted passenger automobiles cannot achieve better fuel economy than is proposed herein, the decision does 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 economic impact on a substantial number of small entities. This decision does not impose any burdens on QAG. It relieves the company from having to pay civil penalties for noncompliance with the generally applicable standard for MYs 2000 and 2001. Since the price of 2000 and 2001 QAG 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)(14) 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:

* * * * *

(14) QVALE AUTOMOTIVE GROUP SRL

Model year	Average fuel economy standard (miles per gallon)
2000	22.0
2001	22.0

Issued on: September 12, 2000.
Stephen R. Kratzke,
Associate Administrator for Safety Performance Standards.
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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 000623193-0193-01; I.D. 111899B, 060800D]

Fisheries of the Exclusive Economic Zone Off Alaska; Bering Sea and Aleutian Islands; Final 2000 Harvest Specifications for Groundfish; Correction

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

ACTION: Final 2000 harvest specifications; correction.

SUMMARY: This document corrects table 3 of the allocations of the pollock total allowable catch and directed fishing allowance to the inshore, catcher/processor, mothership, and community development quota components and table 7 of the final 2000 prohibited species catch (PSC) allowances specified for trawl groundfish fisheries of the Bering Sea and Aleutian Islands (BSAI).

DATES: Correction to table 3 is effective February 15, 2000, through 2400 hrs A.l.t. December 31, 2000, and correction to table 7 is effective June 15, 2000, through 2400 hrs A.l.t. December 31, 2000.

FOR FURTHER INFORMATION CONTACT: Andrew N. Smoker, 907-586-7228.

SUPPLEMENTARY INFORMATION: This document contains corrections to the final 2000 PSC allowances specified for trawl groundfish fisheries of the BSAI.

The Final 2000 Harvest Specifications for Groundfish (65 FR 8282, February 18, 2000) as amended (65 FR 42302, July 10, 2000; 65 FR 56502, September 10, 2000) established PSC allowances under

regulations implementing Amendment 57 to the Fishery Management Plan for the Groundfish Fishery of the Bering Sea and Aleutian Islands Area (FR 65 31105, May 16, 2000). The 2000 Pacific halibut and crab PSC limits for the BSAI trawl fisheries were reduced to the following amounts: Pacific halibut, 3,675 mt; Zone 1 red king crab, 97,000 animals; *Chionoecetes(C.) opilio*, 4,350,000 animals; *C. bairdi* Zone 1, 1,830,000; and *C. bairdi* Zone 2, 2,520,000 animals.

Correction

1. In the Final 2000 Harvest Specifications for Groundfish, Fisheries of the Exclusive Economic Zone Off Alaska; published on February 18, 2000 (65 FR 8282), FR Doc. 00-3912,

mathematical errors were made in table 3.

Table 3 is corrected to read as follows:

Table 3 to Part 679—[Corrected]

In the second column, under the heading, "2000 DFA", the eighth entry "1,848" that corresponds with "Restricted C/P cap⁵", is corrected to read "1,948". In the sixth column, under the heading "C/D DFA", the seventh entry "1,069" is corrected to read "1,169".

2. In the document, 2000 harvest specifications; technical amendment, published on July 10, 2000 (65 FR 42302), FR Doc. 00-17269, on page 42303, an incorrect entry was made in Table 7. Table 7 is corrected to read as follows:

Table 7 to Part 679—[Corrected]

In the third column, under the heading, "Herring (mt) BSAI", the fourth entry, "22,665" that corresponds with "RKC Savings subarea³" is corrected to read "....." and in the fourth column, under the heading "Red King Crab (animals) Zone 1" in the second blank entry, that corresponds with "RKC savings subarea³" is corrected to read "22,665".

Dated: September 25, 2000.

William T. Hogarth,

*Acting Assistant Administrator for Fisheries,
National Marine Fisheries Service.*

[FR Doc. 00-25041 Filed 9-28-00; 8:45 am]

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