

Acquisition Policy Division, at 202–357–9652, for clarification of content. For information pertaining to status or publication schedules, contact the Regulatory Secretariat Division (MVCB), 1800 F Street NW., Washington, DC 20405, 202–501–4755. Please cite GSAR–TA–02; Technical Amendments.

**SUPPLEMENTARY INFORMATION:** GSA published a document in the **Federal Register** at 81 FR 36425, on June 6, 2016 that was effective on July 6, 2016. Since these changes were published, further revisions were made to the affected regulations by a document posted in the **Federal Register** at 81 FR 41103 that was effective on June 23, 2016. Therefore, conforming changes are being made to correct 48 CFR parts 538 and 552.

#### List of Subjects in 48 CFR Parts 538 and 552

Government procurement.

Dated: June 29, 2016.

**Jeffrey A. Koses,**

*Senior Procurement Executive, Office of Acquisition Policy, Office of Government-wide Policy.*

Therefore, GSA amends 48 CFR parts 538 and 552 as set forth below:

■ 1. The authority citation for 48 CFR parts 538 and 552 continues to read as follows:

Authority: 40 U.S.C. 121(c).

#### PART 538—FEDERAL SUPPLY SCHEDULE CONTRACTING

■ 2. Amend section 538.273 by removing from paragraph (b)(1) “Alternate II” and adding “Alternate I” in its place; and revising paragraph (b)(2) to read as follows:

##### 538.273 Contract clauses.

\* \* \* \* \*

(b) \* \* \*

(2) 552.238–75, Price Reductions. Use Alternate I for Federal Supply Schedules with Transactional Data Reporting requirements. This alternate clause is used when vendors agree to include clause 552.238–74 Alternate I in the contract.

\* \* \* \* \*

#### PART 552—SOLICITATION PROVISIONS AND CONTRACT CLAUSES

##### 552.238–75 [Amended]

■ 3. Amend section 552.238–75 by—  
 ■ a. Removing from paragraph (c)(2) “Government” and adding “eligible ordering activity” in its place;  
 ■ b. Removing Alternate I; and

■ c. Redesignating Alternate II as Alternate I.

[FR Doc. 2016–15899 Filed 7–5–16; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Motor Carrier Safety Administration

##### 49 CFR Part 392

[Docket No. FMCSA–2015–0396]

RIN 2126–AB87

##### Driving of Commercial Motor Vehicles: Use of Seat Belts; Correction

**AGENCY:** Federal Motor Carrier Safety Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** FMCSA corrects an error in its June 7, 2016, final rule “Driving of Commercial Motor Vehicles: Use of Seat Belts.” The amendatory language in the final rule inadvertently limited the applicability of the requirement for drivers to use their seat belts to operators of property-carrying vehicles. Today’s correction fixes the error such that drivers of passenger-carrying vehicles will continue to be required to wear their seat belts.

**DATES:** Effective August 8, 2016.

##### FOR FURTHER INFORMATION CONTACT:

Charles A. Horan, Director; Carrier, Driver, and Vehicle Safety Standards, Office of Policy, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590–0001 or by telephone at (202) 366–5370.

##### SUPPLEMENTARY INFORMATION:

The Federal Motor Carrier Safety Administration published a document in the **Federal Register** of June 7, 2016 (81 FR 36474). In FR Doc. 2016–13099, published in the **Federal Register** of June 7, 2016, (81 FR 36474), § 392.16(a) was amended to inadvertently include the phrase “property-carrying.” This correction removes the phrase “property-carrying.”

##### § 392.16 [Corrected]

■ In rule FR Doc. 2016–13099, published on June 7, 2016 (81 FR 36474) make the following correction. On page 36479, in the third column, remove the words “property-carrying” from where it appears twice in paragraph (a) of § 392.16.

Issued on: June 28, 2016.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2016–15941 Filed 7–5–16; 8:45 am]

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#### DEPARTMENT OF COMMERCE

##### National Oceanic and Atmospheric Administration

##### 50 CFR Part 648

[Docket No. 151210999–6348–02]

RIN 0648–XE709

##### Fisheries of the Northeastern United States; Atlantic Sea Scallop Fishery; Closure of the Mid-Atlantic Access Area to General Category Individual Fishing Quota Scallop Vessels

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

**ACTION:** Temporary rule; closure.

**SUMMARY:** NMFS announces that the Mid-Atlantic Scallop Access Area will close to Limited Access General Category Individual Fishing Quota scallop vessels for the remainder of the 2016 fishing year as of the effective date below. After the effective date, no vessel issued a Limited Access General Category Individual Fishing Quota permit may fish for, possess, or land scallops from the Mid-Atlantic Scallop Access Area. Regulations require this action once it is projected that 100 percent of trips allocated to the Limited Access General Category Individual Fishing Quota scallop vessels for the Mid-Atlantic Scallop Access Area will be taken.

**DATES:** Effective 0001 hr local time, July 4, 2016, through February 28, 2017.

**FOR FURTHER INFORMATION CONTACT:** Shannah Jaburek, Fishery Management Specialist, (978) 282–8456.

**SUPPLEMENTARY INFORMATION:** The reader can find regulations governing fishing activity in the Sea Scallop Access Areas in 50 CFR 648.59 and 648.60. These regulations authorize vessels issued a valid Limited Access General Category (LAGC) Individual Fishing Quota (IFQ) scallop permit to fish in the Mid-Atlantic Scallop Access Area under specific conditions, including a total of 2,068 trips that may be taken by LAGC IFQ vessels during the 2016 fishing year. Section 648.60(g)(3)(iii) requires the Mid-Atlantic Scallop Access Area to be closed to LAGC IFQ permitted vessels for the remainder of the fishing year once the NMFS Greater Atlantic Regional Administrator determines that the allowed number of trips for fishing year 2016 are projected to be taken.

Based on trip declarations by LAGC IFQ scallop vessels fishing in the Mid-Atlantic Scallop Access Area, and analysis of fishing effort, NMFS projects

that 2,068 trips will be taken as of July 4, 2016. Therefore, in accordance with § 648.60(g)(3)(iii), NMFS is closing the Mid-Atlantic Scallop Access Area is closed to all LAGC IFQ scallop vessels as of July 4, 2016. No vessel issued an LAGC IFQ permit may fish for, possess, or land scallops in or from the Mid-Atlantic Scallop Access Area after 0001 local time, July 4, 2016. Any LAGC IFQ vessel that has declared into the Mid-Atlantic Access Area scallop fishery, complied with all trip notification and observer requirements, and crossed the vessel monitoring system demarcation line on the way to the area before 0001, July 4, 2016, may complete its trip. This closure is in effect for the remainder of the 2016 scallop fishing year.

#### Classification

This action is required by 50 CFR part 648 and is exempt from review under Executive Order 12866.

NMFS finds good cause pursuant to 5 U.S.C. 553(b)(B) to waive prior notice and the opportunity for public comment because it would be contrary to the public interest and impracticable. The

Mid-Atlantic Access Area opened for the 2016 fishing year on April 1, 2016. The regulations at § 648.60(g)(3)(iii) require this closure to ensure that LAGC IFQ scallop vessels do not take more than their allocated number of trips in the Mid-Atlantic Scallop Access Area. The projections of the date on which the LAGC IFQ fleet will have taken all of its allocated trips in an Access Area become apparent only as trips into the area occur on a real-time basis and as activity trends begin to appear. As a result, NMFS can only make an accurate projection very close in time to when the fleet has taken all of its trips. In order to propose a closure for purposes of receiving prior public comment, NMFS would need to make a projection based on very little information, which would result in a closure too early or too late. To allow LAGC IFQ scallop vessels to continue to take trips in the Mid-Atlantic Scallop Access Area during the period necessary to publish and receive comments on a proposed rule would likely result in vessels taking much more than the allowed number of trips in the Mid-Atlantic Scallop Access

Area. Excessive trips and harvest from the Mid-Atlantic Scallop Access Area would result in excessive fishing effort in the area, where effort controls are critical, thereby undermining conservation objectives of the Atlantic Sea Scallop Fishery Management Plan and requiring more restrictive future management measures. Also, the public had prior notice and full opportunity to comment on this closure process when we put these provisions in place. Current regulations prohibit LAGC IFQ scallop vessels from fishing for, possessing, or landing scallops from this area after the effective date of this notification published in the **Federal Register**. NMFS further finds, pursuant to 5 U.S.C 553(d)(3), good cause to waive the 30-day delayed effectiveness period for the reasons stated above.

**Authority:** 16 U.S.C. 1801 *et seq.*

Dated: June 30, 2016.

**Emily H. Menashes,**  
*Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.*

[FR Doc. 2016-15952 Filed 6-30-16; 4:15 pm]

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