1. A copy of all accident reports prepared and required by State or other governmental entities or insurers.

2. Interview information with the driver and occupants of the CMV involved. The information shall specifically indicate whether the driver of the transponder-equipped vehicle believed that the presence of the transponder was a factor in the accident. The interview shall be conducted by a motor carrier employee responsible for supervising the driver of the transponder-equipped vehicle.

IV. State and Local Laws

This waiver applies to all participating vehicles operating in interstate commerce. Although incompatible State laws or regulations perhaps cannot be changed to coincide with the start of the waiver period, the FHWA strongly encourages State and local authorities with safety regulations that would prohibit the use of the proposed transponders to accept the terms and conditions of this waiver.

V. Vehicles To Be Equipped With Transponders

The names and USDOT numbers of the motor carriers participating in the ADVANTAGE I–75 and HELP programs, as well as the number of transponderequipped CMVs operated by each carrier, shall be provided to the FHWA. Motor carriers not participating in these programs may not equip straight trucks, tractors, or motor coaches with the transponders discussed in this waiver.

VI. Termination of Waiver

The FHWA may terminate this waiver at any time without prior warning if it determines that continued use of the transponders decreases the operational safety of the vehicles on which they are installed. Upon receipt of a notice of termination, motor carriers participating in the ADVANTAGE I–75 and HELP projects must immediately remove the transponders from their vehicles.

VII. Report

ADVANTAGE I–75 and HELP shall provide separate reports describing the transponder's installation and use within two years after the effective date of the waiver. The reports shall include information obtained from the drivers on the device's effect on visibility through the windshield.

The FHWA has fully considered the information presented in the request for waiver, engineering and other technical material reviewed concerning requirements for visibility from vehicles, and the comments received. The FHWA hereby concludes that the waiver is consistent with the public interest and the safe operation of commercial motor vehicles. Accordingly, the FHWA hereby grants the Commonwealth of Kentucky and Heavy Vehicle Electronic License Plate, Inc., their petition for a waiver from the requirements of 49 CFR 393.60(c).

Authority: 49 U.S.C. 31136, 31502; 49 CFR 1.48.

Issued on: February 21, 1995. **Rodney E. Slater,** *Federal Highway Administrator.* [FR Doc. 95–5323 Filed 3–3–95; 8:45 am] **BILLING CODE 4910–22–P**

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 672 and 675

[Docket No. 95022357–5057–01; I.D. 120594A]

RIN 0648-AG95

Groundfish of the Gulf of Alaska; Groundfish Fishery of the Bering Sea and Aleutian Islands Area; Pacific Halibut Bycatch

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce. **ACTION:** Final rule; final 1995 specification of Pacific halibut bycatch

allowances.

SUMMARY: NMFS issues a final rule to revise the management of seasonal Pacific halibut bycatch allowances annually specified for nontrawl fisheries in the Bering Sea and Aleutian Islands management area (BSAI). This final rule also provides NMFS the authority to determine annually whether to apportion a halibut bycatch allowance to the BSAI jig gear fishery or the BSAI or Gulf of Alaska (GOA) hook-and-line gear fisheries for sablefish or to exempt these fisheries from halibut bycatch restrictions. Final 1995 halibut bycatch allowances for the GOA hook-and-line gear fisheries and the BSAI nontrawl fisheries, seasonal apportionments thereof, and the manner in which these seasonal apportionments will be managed under the final rule are specified. This action is necessary to manage halibut bycatch allowances consistent with seasonal apportionments of groundfish total allowable catch (TAC) amounts, prevent preemption of the BSAI jig gear fisheries by the attainment of halibut bycatch allowances apportioned to other

nontrawl fisheries, and support the implementation of the sablefish/halibut individual fishing quota (IFQ) program. This action is intended to promote management and conservation of groundfish and other fish resources and to further the objectives contained in the fishery management plans for Alaska groundfish fisheries.

EFFECTIVE DATE: April 3, 1995.

ADDRESSES: Copies of the environmental assessment/regulatory impact review prepared for this action may be obtained from the Fisheries Management Division, Alaska Region, NMFS, P.O. Box 21668, Juneau, AK 99802–1668, Attn: Lori J. Gravel.

FOR FURTHER INFORMATION CONTACT: Susan Salveson, 907–586–7228.

SUPPLEMENTARY INFORMATION:

Background

Fishing for groundfish by vessels in the exclusive economic zone of the GOA and BSAI is managed by NMFS according to the Fishery Management Plan (FMP) for Groundfish of the Gulf of Alaska and the FMP for the Groundfish Fishery of the Bering Sea and Aleutian Islands Area. The FMPs were prepared by the North Pacific Fishery Management Council (Council) under the Magnuson Fishery Conservation and Management Act and are implemented by regulations governing the U.S. groundfish fisheries at 50 CFR parts 620, 672, 675, and 676.

Regulations for the management of halibut bycatch limits established for the GOA groundfish fisheries are set out at §672.20(f). Regulations for the management of prohibited species bycatch limits established for the BSAI groundfish fisheries are set out at §675.21. A proposed rule was published in the Federal Register on December 29, 1994 (59 FR 67268), that would revise the management of the halibut bycatch limits established for the GOA hook-and-line gear groundfish fisheries and the BSAI nontrawl groundfish fisheries. The proposed action would (1) address concerns about the potential closure of the BSAI jig gear fishery due to halibut bycatch in other nontrawl fisheries, (2) allow for the management of the seasonal apportionment of the halibut bycatch allowances annually specified for the BSAI Pacific cod hook-and-line gear fishery consistent with the management of the amount of Pacific cod TAC allocated to this fishery, and (3) authorize the exemption of the GOA and BSAI hook-and-line gear sablefish fishery from halibut bycatch restrictions to support the new sablefish/halibut IFQ program. Comments on the proposed