determined were suitable substitutes for classes of vehicles currently being procured by the Federal government. In section 212(d)(3)(C) it is stated that "the Administrator and the Board shall make determinations for the purpose of this section in accordance with procedures prescribed by regulation by the Administrator and the Board, respectively."

Accordingly, regulations were promulgated by the Administrator to establish the emission criteria which candidate vehicles must meet in order to qualify as low-emission vehicles (39 FR 32613, Sept., 10, 1974) and by the Board to establish the other vehicle performance criteria which must be met (39 FR 2483, Jan., 22, 1974).

II. Discussion

This program was not a success and no vehicle was ever certified as a "low-emission vehicle." The only applications received were from manufacturers of electric vehicles which could not meet the Board's performance criteria. Therefore, a report was submitted to the Senate Subcommittee on Environmental Pollution on April 28, 1975 recommending that the program either be substantially modified or eliminated. Eventually the latter was done through Public Law 96-209, March 14, 1980, which provided that "the Low-Emission Vehicle Certification Board established by Act of December 31, 1970 (84 Stat. 1700; 42 U.S.C. 1857f-6c), is hereby abolished."

With the abolition of the Board, there is no longer any mechanism for certifying low-emission vehicles, even if an application were to be received. Therefore, the two regulations cited earlier have become unnecessary and superfluous. This action accordingly revokes those regulations.

III. Public Participation

The Agency finds that good cause exists for omitting as unnecessary and contrary to the public interest a notice of proposed rulemaking. This finding is based on the fact that the Low-Emission Vehicle Certification Board has been legislatively abolished and the regulations are now superfluous.

IV. Regulatory Analysis

Under Executive Order 12291, EPA must judge whether a regulation is "major" and therefore subject to the requirement for a Regulatory Analysis. This rulemaking action is not major because it will have no effect on the economy, it involves no negative cost impacts and has no significant effect on competition, productivity, investment, employment, or innovation. Therefore, EPA has not prepared a formal Regulatory Impact Analysis. This regulation was submitted to the Office of Management and Budget for review as required by Executive Order 12291.

V. Impacts on Reporting Requirements

None.

VI. Regulatory Flexibility Act

Under the Regulatory Flexibility Act, 5 U.S.C. 601 et seq., EPA is required to determine when a regulation will have a significant effect on a substantial number of small entities so as to require a regulatory analysis. This rulemaking action will have no effect on any entities, either small or large.

(Sec. 212, Clean Air Act Amendments of 1970, as amended)

Dated: March 16, 1982.

Anne M. Gorsuch,
Administrator.

For the reasons set forth in the preamble, EPA amends 40 CFR Chapter I, Part 85, and Chapter IV, Part 1400 as follows:

PART 85—CONTROL OF AIR POLLUTION FROM MOTOR VEHICLES AND MOTOR VEHICLE ENGINES

§§ 85.1601—85.1610 (Subpart Q—Low-Emission Vehicles) [Removed]

1. Subpart Q is removed.

PART 1400— PROCEDURES FOR CERTIFICATION OF LOW-EMISSION VEHICLES [REMOVED]

1. 40 CFR is amended in Chapter IV by removing Part 1400 and by removing and reserving Chapter IV as follows:

CHAPTER IV—LOW-EMISSION VEHICLE CERTIFICATION BOARD [RESERVED]

[FR Doc. 82-7947 Filed 3-24-82; 8:45 am]
BILLING CODE 6560-26-M

LOW EMISSION VEHICLE CERTIFICATION BOARD

40 CFR Ch. IV

Rescission of Emission and Performance Standards Applicable to Low-Emission Vehicles

Cross Reference: For a document issued by the Environmental Protection Agency removing and reserving 40 CFR Chapter IV, see FR Doc. 82-7947 elsewhere in the Rules and Regulations section of today's issue.

BILLING CODE 6560-26-M

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

43 CFR Public Land Order 6170

[C-28270, et al.]

Colorado; Revocation and Partial Revocation of National Forest Administrative and Recreation Site Withdrawals

Correction

In FR Doc. 82-4532, appearing at page 7414, in the issue of Friday, February 19, 1982, make the following changes:

On page 7419, in the first column, in the description for Indian Peaks Campground change the first line to read "T. 2N., R. 74W.,";

On page 7419, in the second column change the last description heading to read "Macey Creek Recreation Area".

BILLING CODE 1505-01-M

FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 64

[Docket No. FEMA 6263]

List of Communities Eligible for the Sale of Insurance Under the National Flood Insurance Program

AGENCY: Federal Emergency Management Agency.

ACTION: Final rule.

SUMMARY: This rule lists communities participating in the National Flood Insurance Program (NFIP) and eligible for second layer insurance coverage. These communities have applied to the program and have agreed to enact certain flood plain management measures. The communities' participation in the regular program authorizes the sale of flood insurance to owners of property located in the communities listed.

EFFECTIVE DATE: The date listed in the fifth column of the table.

ADDRESSES: Flood insurance policies for property located in the communities listed can be obtained from any licensed property insurance agent or broker serving the eligible community, or from the National Flood Insurance Program (NFIP) at: P.O. Box 34294, Bethesda, Maryland 20034, Phone: (800) 638-6620.

FOR FURTHER INFORMATION CONTACT: Mr. Richard E. Sanderson, Chief, Natural Hazards Division (202) 287-0270, 500 C Street Southwest, Donohoe Building, Room 505, Washington, DC 20472.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to purchase flood insurance at rates made reasonable through a Federal subsidy. In return, communities agree to adopt and administer local flood plain management measures aimed at protecting lives and new construction from future flooding. Since the communities on the attached list have recently entered the NFIP, subsidized flood insurance is now available for property in the community.

In addition, the Director of the Federal Emergency Management Agency has identified the special flood hazard areas in some of these communities by publishing a Flood Hazard Boundary Map. The date of the flood map, if one has been published, is indicated in the sixth column of the table. In the communities listed where a flood map has been published, Section 102 of the Flood Disaster Protection Act of 1973, as amended, requires the purchase of flood insurance as a condition of Federal or federally related financial assistance for acquisition or construction of buildings in the special flood hazard area shown on the map.

The Director finds that delayed effective dates would be contrary to the public interest. The Director also finds that notice and public procedure under 5 U.S.C. 553(b) are impracticable and unnecessary.

The Catalog of Domestic Assistance Number for this program is 83.100 "Flood Insurance." This program is subject to procedures set out in OMB Circular A–95.

Pursuant to the provisions of 5 U.S.C. 605(b), the Associate Director, State and Local Programs and Support, to whom authority has been delegated by the Director, Federal Emergency Management Agency, hereby certifies that this rule, if promulgated will not have a significant economic impact on a substantial number of small entities. This rule provides routine legal notice stating the community's status in the NFIP and imposes no new requirements or regulations on participating communities.

Section 64.6 is amended by adding in alphabetical sequence new entries to the table.

In each entry, a complete chronology of effective dates appears for each listed community. The entry reads as follows:

§ 64.6 List of eligible communities.

State and County	Location	Community No.	Effective date of authorization of sale of flood insurance for area	Hazard area identified
Illinois: Sangamon County	Springfield, city of	170604	751128, emergency; 820202, regular	740607
Arizona:				
Navajo County	Show Low, city of	040069	750915, emergency; 820203, regular	740607
Do	Taylor, town of	040071	750805, emergency; 820203, regular	740517
California: Placer County	Lincoln, city of	060241	750606, emergency; 820203, regular	740524
Connecticut:				
Tolland County	Andover, town of	090161	751120, emergency; 820203, regular	750418
Litchfield County	New Hartford, town of	090048	750602, emergency; 820203, regular	740913
Windham County	Windham, town of	090119	750626, emergency; 820203, regular	740412
Florida: Osceola County	Osceola County*	120189	750904, emergency; 820203, regular	750131
Iowa: Linn County	Hiawatha, city of	190441	760803, emergency; 820203, regular	760423
Louisiana:				
Jefferson Davis Parl	Elton, town of	220096	750506, emergency; 820203, regular	740315
Rapides Parish	Glenmora, town of	220149	750404, emergency; 820203, regular	740412
Calcasieu Parish	Westlake, town of	220043	750304, emergency; 820203, regular	740517
Massachusetts:				
Bristol County	Easton, town of	250053	740815, emergency; 820203, regular	740920
Middlesex County	Framingham, town of	250193	750121, emergency; 820203, regular	740802
North Dakota: Cass County	Pleasant, township of	380263	780321, emergency; 820203, regular	0
Nebraska:				
Lancaster County	Hickman, village	310136	750527, emergency; 820203, regular	741108
Do	Lancaster County*	310134	790216, emergency; 820203, regular	780228
New Jersey:				
Gloucester County	Franklin, township of	340202	760706, emergency; 820203, regular	740913
Passaic County	Ringwood, Borough of	340407	750618, emergency; 820203, regular	740628
New York:				
Tioga County	Newark Valley, town of	360835	730625, emergency; 820203, regular	740222
Do	Newark Valley, village of	360836	760902, emergency; 820203, regular	740607
Niagara County	Somerset, town of	360512	730524, emergency; 820203, regular	740315
Oregon: Linn County	Harrisburg, city of	410140	741231, emergency; 820203, regular	740301
Pennsylvania:				
Fayette County	Fayette city, Borough of	420464	750730, emergency; 820203, regular	740222
Delaware County	Landsdowne, Borough of	420418	750623, emergency; 820203, regular	740531
Montgomery County	Lower Salford, township of	421170	740430, emergency; 820203, regular	741101
Do	Perkiomen, township of	421915	741029, emergency; 820203, regular	741025
Allegheny County	Robinson, township of	421097	760317, emergency; 820203, regular	740920
Montgomery County	Salford, township of	422497	750829, emergency; 820203, regular	741206
Allegheny County	South Fayette, township of	421106	741030, emergency; 820203, regular	740913
Dauphin County	Swatara, township of	420398	730416, emergency; 820203, regular	740116
South Dakota: Lawrence County	Deadwood, city of	460045	741126, emergency; 820203, regular	750711
Utah: Weber County	Riverdale, city of	490190	741004, emergency; 820203, regular	740628
Virginia: Fairfax County	Vienna, town of	510053	740808, emergency; 820203, regular	740802
Washington: Pierce County	Fircrest, town of	530141	750604, emergency; 820203, regular	740628
Indiana: Clark County	Utica, town of	180487	820112, emergency; 820212, regular	0
Maryland: Caroline County	Hillsboro, town of	240111	750227, emergency; 820212, regular	770128
Michigan: Macomb County	Washington, township of	260447	820212, emergency; 820212, regular	761105
North Carolina: Union County	Wingate, town of	370365	820212, emergency; 820212, regular	751003
Ohio: Preble County	Preble County*	390460	820212, emergency; 820212, regular	770826
Pennsylvania: Northampton County	East Bangor, Borough of	422252	770215, emergency; 820212, regular	741115
Alabama: Jefferson County	Jefferson County*	010217	740501, emergency; 820217, regular	780707
Connecticut:				
Litchfield County	Barkhamsted, town of	090134	750328, emergency; 820217, regular	740830
Do	Harwinton, town of	090147	750723, emergency; 820217, regular	740628
New Haven County	Somers, town of	090112	750725, emergency; 820217, regular	740802
Idaho:				
Kootenai County	Fernan Lake, city of	160079	760511 emergency; 820217, regular	740906
Do	Post Falls, city of	160083	750616, emergency; 820217, regular	740109
Bonner County	Priest, city of	160026	750516, emergency; 820217, regular	740628
Do	Sandpoint, city of	160025	750326, emergency; 820217, regular	740621
Louisiana: Livingston Parish	Walker, town of	220121	750626, emergency; 820217, regular	761001

State and County	Location	Community No.	Effective date of authorization of sale of flood insurance for area	Hazard area identified
Massachusetts: Norfolk County	Franklin, town of	250240	750613, emergency; 820217, regular	740920
Maryland: Washington County	Hancock, town of	240109	750915, emergency; 820217, regular	740809
Michigan: Wayne County	Allen Park, city of	260217	730323, emergency; 820217, regular	740503
Minnesota: Hennepin County	Brooklyn Center, city of	270151	740729, emergency; 820217, regular	731109
North Carolina:				
Cumberland County	Cumberland County*	370076	751103, emergency; 820217, regular	741213
Wayne County	Mount Olive, town of	370369	750710, emergency; 820217, regular	770617
Do.	Seven Springs, town of	370392	790904, emergency; 820217, regular	770715
New Jersey:				
Burlington County	Burlington, township of	340090	750729, emergency; 820217, regular	770114
Monmouth County	Spring Lake, Borough of	340329	720915, emergency; 820217, regular	730525
Bergen County	Tenafly, Borough of	340076	750421, emergency; 820217, regular	740116
New York:				
Onondaga County	Geddes, town of	360579	750519, emergency; 820217, regular	740517
Oswego County	New Haven, town of	360655	751223, emergency; 820217, regular	740719
Tioga County	Nichols, town of	360837	750806, emergency; 820217, regular	740628
Oswego County	Phoenix, village of	360658	750310, emergency; 820217, regular	740322
Onondaga County	Skaneateles, village of	360593	740807, emergency; 820217, regular	740531
Broome County	Windsor, village of	360060	750619, emergency; 820217, regular	750619
Oklahoma: Tulsa County	Jenks, city of	400209	741101, emergency; 820217, regular	740109
Oregon: Washington County	Tualatin, city of	410277	740703, emergency; 820217, regular	770520
Pennsylvania:				
Chester County	East Coventry, township of	421478	751203, emergency; 820217, regular	741018
Lycoming County	Hepburn, township of	420640	730619, emergency; 820217, regular	740510
Westmoreland County	Lower Burrell, city of	420885	740909, emergency; 820217, regular	740628
Do.	Murrysville, Borough of	421207	740523, emergency; 820217, regular	761105
South Carolina: Berkeley County	Goose Creek, city of	450206	750418, emergency; 820217, regular	741220
Washington: Thurston County	Olympia, city of	530191	741003, emergency; 820217, regular	740628
Wisconsin:				
Brown County	Howard, village of	550023	760308, emergency; 820217, regular	731228
Kenosha County	Kenosha County*	550523	731212, emergency; 820217, regular	760416
North Dakota: Ward County	Burlington, township of	380650	820219, emergency; 820219, regular	0
Total is: 77.				

Key for reading 4th column (effective date):
First two digits designate the year; middle two digits designate the month; last two digits designate the day.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968); effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, (42 U.S.C. 4001–4128); Executive Order 12127, 44 FR 19367; and delegation of authority to the Associate Director, State and Local Programs and Support)

Issued: March 8, 1982.

Lee M. Thomas,

Associate Director, State and Local Programs and Support.

[FR Doc. 82-7966 Filed 3-24-82; 8:45 am]

BILLING CODE 6718-03-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

49 CFR Part 387

[BMCS Docket No. MC-94; Amdt. No. 81-2]

Minimum Levels of Financial Responsibility for Motor Carriers; Technical Corrections and Clarifications

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Technical corrections and clarifications to final rule.

SUMMARY: The final rule pertaining to minimum levels of financial responsibility for motor carriers was published on June 11, 1981 and amended on September 14, 1981, then reprinted on September 24, 1981. Four technical corrections and one clarification are being made to the final rule.

EFFECTIVE DATE: March 25, 1982.

FOR FURTHER INFORMATION CONTACT: Mr. Neill L. Thomas, Bureau of Motor Carrier Safety (BMCS), (202) 426–9767; or Mr. Gerald M. Tierney, Office of the Chief Counsel, (202) 426–0346, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m. ET, Monday through Friday.

SUPPLEMENTARY INFORMATION: The final rules pertaining to minimum levels of financial responsibility for motor carriers were published in the **Federal Register** on Thursday, June 11, 1981, at 46 FR 30974. Subsequently, insurance industry representatives requested that the definitions of the terms "Bodily Injury" and "Property Damage" be changed by deleting the word "means" from both definitions and replacing it with the word "includes." Those representatives contended that the change was necessary to have the regulations and industry practices consistent and compatible. It was felt that the request was reasonable and proper. The request was accomplished by publishing a technical correction in the **Federal Register** on September 14, 1981, at 46 FR 45612. Since the publication of that technical correction, a more thorough review of the regulatory language of 49 CFR 387 has been completed by a large cross-section of the insurance industry. As a result of that review, the BMCS was advised that the original request for change was in error. The insurance industry has now requested that the changes made on September 14, 1981, be changed again to read as they did originally. Industry representatives now contend that the word "means" would cause the definitions referred to above to more closely coincide with that used and accepted by the entire insurance industry. The BMCS worked closely with the insurance industry for more than a year in an effort to promulgate the most comprehensive and understandable regulations possible. The BMCS is continuing that practice by amending the definitions of the terms "Bodily Injury" and "Property Damage" to read as they did when the final rule was originally published on June 11, 1981.

The insurance industry has also requested that the definition of the term "Motor Vehicle" be clarified. The BMCS is amending this definition, as it appears on the endorsement (Form MCS–90), to coincide with the definition of "Motor

Vehicle" as it appears in 49 CFR 390.1. This will make clear that, for purposes of this regulation, a "motor vehicle" includes a combination vehicle.

The insurance industry has further requested that the type of policies used to meet the minimum levels of financial responsibility for motor carriers be broadened to include split limit policies of insurance. The insurance industry contends that the use of split limit coverage of insurance for bodily injury and property damage is the historic approach. Thus, requiring combined single limit coverage places those companies offering only split limit coverage at a competitive disadvantage. The insurance industry further contends that whether a motor carrier utilizes a $500,000 combined single limit of liability coverage for bodily injury, property damage and environmental restoration, or split limits of $500,000 each person/$500,000 each accident for bodily injury and $500,000 for property damage and/or environmental restoration should not be a regulatory issue, but an insurance industry product development issue. Ultimately, the competition within the insurance industry will cause any pricing inequities with either approach to seek a level which is competitive. The insurance industry contends that the public will be protected through utilization of both approaches and the insurance industry will be given the opportunity to provide the public a product choice.

It was not the BMCS intent to cause unnecessary changes in the insurance industry when placing certain requirements on the motor carrier industry. The argument put forth by the insurance industry has merit. The BMCS agrees that the use of combined single limit and/or split limit policies of insurance is acceptable when used as primary, and/or in conjunction with excess policies of insurance of either combined single limit or split limit coverage, provided, the levels of financial responsibility meet the required minimums.

Questions have arisen concerning the applicability of the rules to contract motor carriers of U.S. Mail. It is the intent of the rules to cover those for-hire motor carrier operations and no amendment to the rules is believed necessary to clarify this coverage.

The FHWA has determined that this document contains neither a major rule under Executive Order 12291 nor a significant regulation under the regulatory policies and procedures of the Department of Transportation. The economic impact, if any, anticipated as a result of this action is so minimal, a full regulatory evaluation is not required.

Under the criteria of the Regulatory Flexibility Act, it is certified that this rulemaking does not have a significant economic impact on a substantial number of small business entities.

Notice and opportunity for comment are not required under the regulatory policies and procedures of the DOT because it is not anticipated that such action would result in the receipt of useful information. Also, because the rule was effective on July 1, 1981, these technical corrections are effective upon issuance.

(Sec. 30, Pub. L. 96-296, 94 Stat. 793; sec. 108(b)(5), Pub. L. 96-510, 94 Stat. 3767; U.S.C. 315; 49 CFR 1.48 and 301.60)

(Catalog of Federal Domestic Assistance Program Number 20.217, Motor Carrier Safety)

Issued on: March 18, 1982.

Kenneth L. Pierson,

Director, Bureau of Motor Carrier Safety.

PART 387—MINIMUM LEVELS OF FINANCIAL RESPONSIBILITY FOR MOTOR CARRIERS

Accordingly, the following corrections are made in FR Doc. 81-26482 appearing on page 45612 in the issue of Monday, September 14, 1981, then reprinted on September 24, 1981, as set forth below.

§ 387.5 [Corrected]

1. On page 45612, column three, under § 387.5, Definitions, the definition of *Bodily injury* is corrected to read "means injury to the body, sickness, or disease including death resulting from any of these."

2. On page 45612, column three, under § 387.5, Definitions, the definition of *Property damage* is corrected to read "means damage to or loss of use of tangible property."

3. On page 45613, Illustration I is corrected as set forth below.

Column one, under Definitions as Used in This Endorsement, the definition of Motor Vehicle is corrected to read "Motor Vehicle means a land vehicle, machine, truck, tractor, trailer, or semitrailer with a gross vehicle weight rating of 10,000 pounds or more propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof."

§ 387.9 [Corrected]

4. On page 45613, under § 387.9, Financial responsibility, minimum levels, the Schedule of Limits Public Liability is revised by removing the term "Combined single limit (CSL)" from the columnar titles.

5. To prevent any chance of misunderstanding in the language of the endorsement (Form MCS-90), it is being reproduced in its entirety.

6. Clarification as to the applicability of Part 387 to contract motor carriers of U.S. Mail is as follows:

Contract motor carriers of U.S. Mail are subject to the financial responsibility requirements of 49 CFR Part 387, regardless of their sphere of operation (interstate, intrastate, or foreign transportation).

BILLING CODE 4910-22-M

Form MCS - 90
(3/82)

Expiration Date: 06/30/83
Form Approved
OMB No. 2125-0074

ENDORSEMENT FOR MOTOR CARRIER POLICIES OF INSURANCE FOR PUBLIC LIABILITY UNDER SECTIONS 29 AND 30 OF THE MOTOR CARRIER ACT OF 1980

Issued to ______________________________ of ______________________________

Dated at ______________________________ this ______ day of ______________________, 19____

Amending Policy No. ______________________________ Effective Date ______________________________

Name of Insurance Company ______________________________

Countersigned by ______________________________
Authorized Company Representative

The policy to which this endorsement is attached provides primary or excess insurance, as indicated by "☒", for the limits shown:

☐ This insurance is primary and the company shall not be liable for amounts in excess of $______________ for each accident.

☐ This insurance is excess and the company shall not be liable for amounts in excess of $______________ for each accident in excess of the underlying limit of $______________ for each accident.

Whenever required by the Bureau or the ICC the company agrees to furnish the Bureau or the ICC a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the Bureau or the ICC, to verify that the policy is in force as of a particular date. The telephone number to call is: ______________________________

Cancellation of this endorsement may be effected by the company or the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the ICC's jurisdiction, by providing thirty (30) days notice to the ICC (said 30 days notice to commence from the date the notice is received by the ICC at its office in Washington, D.C.).

DEFINITIONS AS USED IN THIS ENDORSEMENT

ACCIDENT includes continuous or repeated exposure to conditions which results in bodily injury, property damage, or environmental damage which the insured neither expected nor intended.

MOTOR VEHICLE means a land vehicle, machine, truck, tractor, trailer, or semitrailer with a gross vehicle weight rating of 10,000 pounds or more propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof.

BODILY INJURY means injury to the body, sickness, or disease to any person, including death resulting from any of these.

ENVIRONMENTAL RESTORATION means restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water, of any commodity transported by a motor carrier. This shall include the cost of removal and the cost of necessary measures taken to minimize or mitigate damage or potential for damage to human health, the natural environment, fish, shellfish, and wildlife.

PROPERTY DAMAGE means damage to or loss of use of tangible property.

PUBLIC LIABILITY means liability for bodily injury, property damage, and environmental restoration.

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a motor carrier of property, with Sections 29 and 30 of the Motor Carrier Act of 1980 and the rules and regulations of the Federal Highway Administration's Bureau of Motor Carrier Safety (Bureau) and the Interstate Commerce Commission (ICC).

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment recovered against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to the financial responsibility requirements of Sections 29 and 30 of the Motor Carrier Act of 1980 regardless of whether or not each motor vehicle is specifically described in the policy and whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that no condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereon, or violation thereof, shall relieve the company from liability or from the payment of any final judgment, within the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured. However, all terms, conditions, and limitations in the policy to which the endorsement is attached shall remain in full force and effect as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately to each accident and any payment under the policy because of any one accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

The Motor Carrier Act of 1980 requires limits of financial responsibility according to type of carriage and commodity transported by the motor carrier. It is the MOTOR CARRIER'S obligation to obtain the required limits of financial responsibility.
THE SCHEDULE OF LIMITS SHOWN ON THE REVERSE SIDE DOES NOT PROVIDE COVERAGE.
The limits shown in the schedule are for information purposes only.

SCHEDULE OF LIMITS
Public Liability
Freight Vehicles With Gross Vehicle Weight Rating of 10,000 Pounds or More

Type of Carriage	Commodity Transported	July 1, 1981	July 1, 1983
(1) For-hire (In interstate or foreign commerce).	Property (nonhazardous).	$ 500,000	$ 750,000
(2) For-hire and Private (In interstate or intrastate commerce).	Hazardous substances, as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Class A and B explosives, poison gas (Poison A), liquefied compressed gas, or compressed gas; or large quantity radioactive materials as defined in 49 CFR 173.389.	$1,000,000	$5,000,000
(3) For-hire and Private (In interstate commerce: in any quantity) or (In intrastate commerce: in bulk only).	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above.	$ 500,000	$1,000,000

[FR Doc. 82-7785 Filed 3-24-82; 8:45 am]

BILLING CODE 4910-22-C