

(b) Peer review panels will evaluate all applications under Part D, Section 152, consisting of applications for:

- (1) Core UAP and Satellite Center funding;
 - (2) Feasibility studies; and
 - (3) Training projects in areas of emerging national significance.
- (c) Panels will be composed of individuals with expertise and experience in the field appropriate to the activities conducted by UAP and Satellite Centers.

[FR Doc. 89-26935 Filed 11-17-89; 8:45 am]
BILLING CODE 4130-01-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 171, 172, 173, 174, 178, and 179

[Docket No. HM-166W, Amdt Nos. 171-104, 172-118, 173-216, 174-66, 178-90, and 179-42]

RIN 2137-AA44

Transportation of Hazardous Materials; Miscellaneous Amendments; Correction

AGENCY: Research and Special Programs Administration (RSPA), Department of Transportation (DOT).

ACTION: Final rule; corrections.

SUMMARY: This document makes certain corrections to a final rule issued under Docket HM-166W, which was published in the *Federal Register* on Wednesday, September 20, 1989 (54 FR 38790). The final rule amended the Hazardous Materials Regulations (HMR) by updating certain regulations, and adopting certain provisions which resulted in reducing RSPA's backlog of rulemaking petitions and eliminating the need for certain DOT approvals.

FOR FURTHER INFORMATION CONTACT: Marilyn E. Morris, Standards Division, DHM-12, Office of Hazardous Materials Transportation, 400 Seventh St. SW., Washington, DC 20590. (202) 366-4488.

EFFECTIVE DATE: November 15, 1989.

SUPPLEMENTARY INFORMATION: This document corrects editorial, typographical and printing errors contained in a final rule published under Docket HM-166W, on September 20, 1989 (54 FR 38790). In addition, this document corrects an error of omission pointed out by the National Industrial Transportation League in a late-filed petition for reconsideration concerning 49 CFR 173.31. In changing requirements for coupler vertical restraint systems,

RSPA provided a one year implementation period for upgrading non-specification tank cars. RSPA inadvertently failed to provide an equivalent period for upgrading DOT specification tank cars which previously were not required to have coupler vertical restraint systems, specifically those used for non-regulated materials. This error is corrected by adding a sentence to § 173.31(a)(5) to provide until November 15, 1990 for bringing these cars into compliance. The following section-by-section review addresses corrections to the September 20, 1989 final rule.

Section 171.7

In § 171.7, on page 38793, paragraph (d)(33) which incorporates by reference a publication of The Fertilizer Institute is redesignated as paragraph (d)(31).

Section 171.12

In place of revising the last sentence in § 171.12(b), the amendatory language to § 171.12, on page 38793, placed the new text incorrectly after the last sentence in paragraph (b). Paragraph (b) is corrected in this document.

Section 172.101

In § 172.101, the Hazardous Materials Table, beginning on page 38793, is amended by removing the letter "A" from column (1) for the entry "1,1-Difluoroethylene (R-1132A)." The description in the entry "Vinyl methyl ether" is corrected to read "Vinyl methyl ether" and a plus (+) sign is reinstated in column (1). By oversight, the entry "Life rafts, inflatable" which was replaced by the entry "Life-saving appliances, self-inflating" was not removed from the table. This oversight is corrected in this document.

A separate cross reference entry, "Perchloroethylene See Tetrachloroethylene" with the identification number "NA 1897" was added in the final rule. RSPA wishes to alert users that "Perchloroethylene" is not an international description and, therefore, the identification number is preceded with the "NA" prefix. Consistent with § 172.101(j), use of the "UN" prefix with the description "Perchloroethylene" will no longer be authorized after November 15, 1990. The entry "Tetrachloroethylene or Perchloroethylene" which appears with the identification number "UN 1897" is corrected to read "Tetrachloroethylene" in column (2). For this same reason, for the entry containing the description, "Tetraethylammonium perchlorate (dry)", which also is not an international description, the identification number prefix is changed from "UN" to "NA".

Section 173.31

In § 173.31(a)(5), on page 38794, the section is revised to include the effective date of November 15, 1990 for DOT specification tank cars used for non-regulated materials.

Section 173.264

In § 173.264(b)(1), on page 38795, the section reference "173.38" is corrected to read "178.38".

Section 173.304

In § 173.304(b), on page 38795, the description "1,1-Difluoroethylene" is corrected to read "1,1-Difluoroethylene".

Section 174.510

In § 174.510, on page 38796, the fourth sentence rather than the third sentence, is amended by removing the phrase "dated May 7, 1971".

Section 178.224-1

In § 178.224-1(a)(1) table, on page 38797, several editorial and printing errors are corrected.

Section 179.203-1

In § 179.203-1(c), which was omitted in item 48 on page 38799, the reference to "§ 179.105-6" is corrected to read "§ 179.14."

List of Subjects

49 CFR Part 171

Hazardous materials transportation, Import and export shipments, Incorporation by reference.

49 CFR Part 172

Hazardous materials transportation, Hazardous materials table.

49 CFR Part 173

Hazardous materials transportation, Packagings and containers.

49 CFR Part 174

Hazardous materials transportation, Rail carriers, Railroad safety.

49 CFR Part 178

Hazardous materials transportation, Packaging and containers.

49 CFR Part 179

Hazardous Materials transportation, Railroad safety, Tank cars.

In consideration of the foregoing, 49 CFR parts 171, 172, 173, 174, 178 and 179 are amended as follows:

PART 171—GENERAL INFORMATION, REGULATIONS, AND DEFINITIONS

1. The authority citation for part 171 continues to read as follows:

Authority: 49 App. U.S.C. 1803, 1804, 1805, 1808; 49 CFR part 1.

§ 171.7 [Amended]

2. In § 171.7, on page 38793, paragraph (d)(33) is correctly designated as paragraph (d)(31).

3. In § 171.12, on page 38793, paragraph (b) is correctly revised to read as follows:

§ 171.12 Import and export shipments.

(b) Except for Class A and Class B explosives and radioactive materials, a hazardous material which is classed and labeled in accordance with the conditions and limitations specified in § 172.102 of this subchapter when being imported into or exported from the United States, or passing through the United States in the course of being shipped between places outside the United States, may be offered and accepted for transportation and transported within the United States if it is otherwise offered, accepted, and transported in accordance with this subchapter. In addition—

(1) An appropriate shipping name specified for a material in § 172.102 of this subchapter may be substituted for its proper shipping name in § 172.101 of this subchapter (subject to the conditions and limitations of this paragraph and § 172.102 of this subchapter) if all or a portion of this transportation of the material is by vessel; and

(2) A hazardous material may be stowed and segregated in freight containers in conformance with the IMDG Code, when transported by motor vehicle or rail car, if a portion of the transportation of the material is by vessel.

* * * * *

PART 172—HAZARDOUS MATERIALS TABLES, HAZARDOUS MATERIALS COMMUNICATIONS REQUIREMENTS AND EMERGENCY RESPONSE INFORMATION REQUIREMENTS

4. The authority citation for part 172 continues to read as follows:

Authority: 49 App. U.S.C. 1803, 1804, 1808; 49 CFR part 1.

§ 172.101 [Amended]

5. In § 172.101, beginning on page 38793, the amendments to the Hazardous Materials Table are corrected as set forth below:

a. For the added entry, "1,1-Difluoroethylene (R-1132A)", the letter "A" is removed in column (1).

b. For the added entry, "Tetraethylammonium perchlorate (dry)," the identification number prefix is changed from "UN" to "NA" in column (3A).

c. The revised description "Vinyl methyl ether", appearing in column (2), is corrected to read "Vinyl methyl ether" and a plus (+) is added in column (1).

5a. In addition, § 172.101 is correctly amended by removing the line entry for "Life rafts, inflatable" and the description "Tetrachloroethylene or Perchloroethylene", appearing in column (2), is revised to read "Tetrachloroethylene".

PART 173—SHIPPERS—GENERAL REQUIREMENTS FOR SHIPMENTS AND PACKAGINGS

6. The authority citation for part 173 continues to read as follows:

Authority: 49 App. U.S.C. 1803, 1804, 1805, 1806, 1807, 1808; 49 CFR part 1, unless otherwise noted.

7. On page 38794, in the second column, paragraph (a)(5) of § 173.31 is correctly revised to read as follows:

§ 173.31 Qualification, maintenance, and use of tank cars.

(a) * * *

(5) Each DOT specification tank car shall be equipped with a coupler vertical restraint system that meets the requirements of § 179.14 of this subchapter. Prior to November 15, 1990, this requirement does not apply to a tank car used only for the transportation of materials not subject to the requirements of this subchapter.

§ 173.264 [Amended]

8. In amendatory instruction paragraph 20 for § 173.264, on page 38795, the reference to "173.38" is corrected to read "178.38".

§ 173.304 [Amended]

9. In § 173.304(b), on page 38795, the description "1,1-Difluoroethylene (R-1132A)" is correctly added to read "1,1-Difluoroethylene (R-1132A)".

PART 174—CARRIAGE BY RAIL

10. The authority citation for part 174 continues to read as follows:

Authority: 49 U.S.C. 1803, 1804, 1805, 1808; 49 CFR part 1.

§ 174.510 [Amended]

11. In amendatory instruction paragraph 26, on page 38796, for § 174.510, the reference to "the third sentence" is corrected to read "the fourth sentence."

PART 178—SHIPPING CONTAINER SPECIFICATIONS

12. The authority citation for part 178 continues to read as follows:

Authority: 49 App. U.S.C. 1803, 1804, 1805, 1806, 1808; 49 CFR part 1, unless otherwise noted.

13. The table, in § 178.224-1(a)(1), on page 38797, is correctly revised to read as follows:

§ 178.224-1 Construction requirements.

[a] * * *
[1] * * *

Tops and bottoms

Net weight of contents (pounds) not over	Capacity, maximum (gallons) (not over)	Diameter inside maximum (inches)	Sidewall strength (lbs.) ^{1,2}	Fiber ³		Steel, U.S. (gauge)	Wood thickness (inches)		Plastic Top thickness
				Thickness (inches)	Strength		Solid ^{4,5,6}	Plywood at least 3-ply construction	
60.....	5	11 1/4	500	0.090	600	28	1 3/16	3/4	.090
60.....	20	18 1/2	600	.120	800	28	1 3/16	3/4	.090
115.....	20	18 1/2	700	.120	800	26	1 3/16	3/4	.090
115.....	75	23	800	.160	1100	26	1 3/16	3/4	.090
250.....	75	23	900	.200	1200	24	1 3/16	3/4	.090
400.....	75	23	1000	.220	1300	24	1 3/16	3/4	.090

¹ Mullen or Cady Test. Either of the following test methods may be used. When more than single ply, test shall be determined from the summation of the tests of individual plies; or, when test is made on a complete drum, the punctures shall be made from the exterior to the interior surface in which case the values for sidewall shall be not less than 80 percent of the value in the above table and the values for fiber tops and bottoms shall be not less than the value in the above table. There shall be a minimum of six tests and the average shall be not less than the prescribed minimum requirements.

² Sidewalls, Sidewalls to be convolutely wound of fiberboard at least 0.012 inch thick the plies being secured together with adhesives; or may consist of an outer shell and an inner tube each convolutely wound with each fiberboard ply not less than 0.012 inch thick and secured together with adhesive. Drums may contain barrier or lining materials.

³ When made of 2 or more discs, the discs must be fastened together with adhesive.

⁴ Joints in head must be Linderman joints, glued, except as specified in footnote 5.

⁵ Wooden heads at least one-half inch thick having kraft paper glued on both sides at all contact areas with water-resistant adhesive are authorized provided tests prescribed in § 178.224-2 are successful. Joints of any type are authorized.

⁶ Minimum thickness may be reduced to $\frac{25}{32}$ inch for lumber dressed two sides.

PART 179—SPECIFICATION FOR TANK CARS

14. The authority citation for part 179 continues to read as follows:

Authority: 49 U.S.C. 1803, 1804, 1805, 1806, 1808; 49 CFR part 1, unless otherwise noted.

§ 179.203-1 [Amended]

15. In amendatory instruction paragraph 48 on page 36799, "§ 179.203-1(c)", should have appeared in the listing in column 3 between "179.106-4(b)" and "179.203-2(a)(1)".

Issued in Washington, DC on November 13, 1989 under authority delegated in 49 CFR part 1.

Travis P. Dungan,

Administrator, Research and Special Programs Administration.

[FR Doc. 89-27039 Filed 11-15-89; 11:08 am]

BILLING CODE 4910-60-M

Federal Highway Administration

49 CFR Part 383

RIN 2125-AB68

Commercial Driver Testing and Licensing Standards; Corrected Description of Vehicle Group "C"

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This technical amendment corrects the description of Vehicle Group C in 49 CFR 383.91 to conform with the definition of "commercial motor vehicle" in § 383.5. Group C will now explicitly include any vehicle, or combination of vehicles, that does not meet the definition of Group A or Group B, but that is either designed to transport 16 or more passengers including the driver, or used in the transportation of hazardous materials requiring placarding. Figure 1 accompanying § 383.91 is revised accordingly.

EFFECTIVE DATE: November 20, 1989.

FOR FURTHER INFORMATION CONTACT:

Mr. Neil E. Moyer, Office of Motor Carrier Standards, (202) 366-5844, or Mr. Paul L. Brennan, Office of Chief Counsel, (202) 366-1350, Federal Highway Administration, 400 Seventh Street, SW.,

Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m. e.t., Monday through Friday, except legal holidays.

SUPPLEMENTARY INFORMATION: On the basis of section 12019(6) of the Commercial Motor Vehicle Safety Act of 1986 (title XII of Pub. L. 99-570), 49 CFR 383.5 defines a "commercial motor vehicle (CMV)" in two ways: by weight, and by specific use. Any combination motor vehicle having a gross combination weight rating (GCWR) of 26,001 or more pounds inclusive of a towed unit with a gross vehicle weight rating (GVWR) of more than 10,000 pounds—regardless of the commodities it carries or its passenger-handling capacity—is a CMV, and forms part of Vehicle Group A as defined in § 383.91. Similarly, any single motor vehicle having a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR, is a CMV regardless of its lading or its seating capacity, and belongs in Vehicle Group B according to § 383.91.

Section 383.5 further defines as a CMV—*regardless of size*—any motor vehicle or combination of motor vehicles that either is designed to transport 16 or more passengers including the driver, or is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which require the motor vehicle to be placarded under 49 CFR part 172, Subpart F. Section 383.5 clearly intends that *all* vehicles not meeting the weight- and configuration-based requirements of Vehicle Group A or B, but fulfilling the seating capacity or hazardous materials use requirements, shall be CMVs, and their drivers shall hold commercial drivers' licenses (CDLs). It is precisely this group of vehicles and drivers that the FHWA intended to subsume under its definition of Vehicle Group C in § 383.91(a)(3).

As published July 21, 1988 (53 FR 27628), the Group C definition reads as follows:

Any single vehicle less than 26,001 pounds GVWR, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. This group comprises vehicles designed to transport 16 or more passengers including the driver, and vehicles used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which

require the motor vehicle to be placarded under the Hazardous Materials Regulations (49 CFR part 172, subpart F).

In thus defining Group C, the FHWA attempted to specifically delineate all vehicle configurations falling outside the definitions of Group A or B. The following configuration was, however, mistakenly omitted from the definition of Group C:

Any vehicle less than 26,001 pounds GVWR towing a vehicle in excess of 10,000 pounds GVWR, *provided the GCWR of the combination is less than 26,001 pounds.*

This technical amendment corrects that error by redefining Group C to include any single vehicle, or combination of vehicles, that does not meet the definition of Vehicle Group A or B, but that either is designed to transport 16 or more passengers including the driver, or is used in the transportation of materials requiring placarding under the Hazardous Materials Regulations.

To conform with this amendment to the regulatory text, the verbal description of Group C in Figure 1, incorporated in § 383.91(d), has been revised and a new version of the figure added.

The FHWA has determined that this document does not contain a major rule under Executive Order 12291 or a significant regulation under the regulatory policies and procedures of the Department of Transportation. The amendment in this document is technical in nature and needed solely to correct existing regulations. For these reasons and since this rule imposes no additional burdens on the States or other Federal agencies, the FHWA finds good cause to make this regulation final without prior notice and opportunity for comments and without a 30-day delay in effective date under the Administrative Procedure Act. For the same reasons, notice and opportunity for comment are not required under the regulatory policies and procedures of the Department of Transportation because it is not anticipated that such action would result in the receipt of useful information.

Since the changes in this document are technical in nature, the anticipated economic impact, if any, is minimal. Therefore, a full regulatory evaluation is not required. For the above reasons and

under the criteria of the Regulatory Flexibility Act, the FHWA certifies that this final rule will not have a significant economic impact on a substantial number of small entities.

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The regulatory information number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN number contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 49 CFR Part 383

Commercial driver's license documents, Commercial motor vehicles, Highways and roads, Motor carriers

licensing and testing procedures, and Motor vehicle safety.

[Catalog of Federal Domestic Assistance Program Number 20.217, Motor Carrier Safety]

Issued on November 15, 1989.

Larry L. Thompson,
Chief Counsel, Federal Highway
Administration.

In consideration of the foregoing, the FHWA hereby amends title 49, Code of Federal Regulations, chapter III, Subchapter B, as set forth below.

PART 383—COMMERCIAL DRIVER'S LICENSE STANDARDS; REQUIREMENTS AND PENALTIES [AMENDED]

1. The authority citation for 49 CFR part 383 continues to read as follows:

Authority: Title XII of Public Law 99-570, 100 Stat. 3207-170; 49 U.S.C. 3102; 49 U.S.C. App. 2505; 49 CFR 1.48.

2. Section 383.91 is amended by revising paragraph (a)(3) to read as follows:

§ 383.91 Commercial motor vehicle groups.

(a) * * *

(1) * * *

(2) * * *

(3) *Small vehicle (Group C)*—Any single vehicle, or combination of vehicles, that meets neither the definition of Group A nor that of Group B as contained in this section, but that either is designed to transport 16 or more passengers including the driver, or is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which require the motor vehicle to be placarded under the Hazardous Materials Regulations (49 CFR part 172, subpart F).

3. Figure 1, incorporated in § 383.91, is amended by revising the verbal description of Group C. The figure, as revised, appears as follows.

BILLING CODE 4910-22-M

Figure 1
VEHICLE GROUPS AS ESTABLISHED BY FHWA (SECTION 383.91)

[Note: Certain types of vehicles, such as passenger and doubles/triples, will require an endorsement. Please consult text for particulars.]

Group:

*Description:

- A** Any combination of vehicles with a GCWR of 26,001 or more pounds provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds. (Holders of a Group A license may, with any appropriate endorsements, operate all vehicles within Groups B and C.)

Examples include but are not limited to:



- B** Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. (Holders of a Group B license may, with any appropriate endorsements, operate all vehicles within Group C.)

Examples include but are not limited to:



- C** Any single vehicle, or combination of vehicles, that does not meet the definition of Group A or Group B as contained herein, but that either is designed to transport 16 or more passengers including the driver, or is placarded for hazardous materials.

Examples include but are not limited to:



* The representative vehicle for the skills test must meet the written description for that group. The silhouettes typify, but do not fully cover, the types of vehicles falling within each group.

Proposed Rules

Federal Register

Vol. 54, No. 220

Monday, November 20, 1989

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

7 CFR Parts 300 and 318

[Docket 89-197]

Hot Water Dip Treatments for Mangoes

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Reopening and extension of comment period.

SUMMARY: We are reopening and extending the comment period for a proposed rule to amend the Plant Protection and Quarantine regulations by: (1) Allowing a hot water dip treatment for additional varieties of mangoes from certain areas where *Anastrepha* species of fruit flies exist; (2) allowing a hot water dip treatment for mangoes from certain areas where the Mediterranean fruit fly exists; (3) lowering slightly the required temperature of the hot water dip for "Francis"-type mangoes; and (4) allowing mangoes treated in accordance with Plant Protection and Quarantine Treatment Manual (as revised by the proposal) to be moved from Puerto Rico and the Virgin Islands into or through Guam, Hawaii, and the continental United States. This extension will provide interested persons with additional time to prepare comments on the proposed rule.

DATE: Consideration will be given only to comments received on or before December 20, 1989.

ADDRESSES: To help ensure that your written comments are considered, send an original and three copies to Chief, Regulatory Analysis and Development, PPD, APHIS, USDA, Room 866, Federal Building, 6505 Belcrest Road, Hyattsville, MD 20782. Please state that your comments refer to Docket Number 89-132. Comments may be inspected at Room 1141 of the South Building, 14th and Independence Avenue, SW.,

Washington, DC, between 8 a.m. and 4:30 p.m., Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT: Mr. James F. Fons, Senior Staff Officer, Port Operations, PPQ, AZPHIS, USDA, Room 635, Federal Building, 6505 Belcrest Road, Hyattsville, MD 20782, (301) 436-8646.

SUPPLEMENTARY INFORMATION:

Background

On September 29, 1989, we published in the Federal Register (54 FR 40116-40118, Docket No. 89-132) a document proposing to (1) allow a hot water dip treatment for additional varieties of mangoes from certain areas where *Anastrepha* species of fruit flies exist; (2) allow a hot water dip treatment for mangoes from certain areas where the Mediterranean fruit fly (Medfly) exists; (3) lower slightly the required temperature of the hot water dip for "Francis"-type mangoes; and (4) allow mangoes treated in accordance with the Plant Protection and Quarantine Treatment Manual (as revised by the proposal) to be moved from Puerto Rico and the Virgin Islands into or through Guam, Hawaii, and the continental United States.

The proposed rule requested the submission of written comments on or before October 30, 1989. We have received a request from the California Department of Food and Agriculture for a copy of the research data that demonstrates the effectiveness of the hot water dip treatment for the Mediterranean fruit fly and a copy of the data that supports a lower treatment temperature for the "Francis" and "Carrot" varieties of mangoes. The commenter also requested that the comment period be extended to allow for a review of the research data requested and follow-up comment on the efficacy of the proposed treatments.

In response to this request, we are reopening and extending the comment period for Docket No. 89-132 for 30 days from the date of publication of this notice. We will consider all written comments received on or before December 20, 1989. This action will allow the requestor and all other interested persons additional time to prepare comments.

Authority: 7 U.S.C. 150bb, 150dd, 150ee, 150ff, 161, 162, 164a, 167; 7 CFR 2.17, 2.51 and 371.2(c).

Done in Washington, DC, this 15th day of November 1989.

James W. Glosser,
Administrator, Animal and Plant Health
Inspection Service.

[FR Doc. 89-27194 Filed 11-17-89; 8:45 am]

BILLING CODE 3410-34-M

NATIONAL CREDIT UNION ADMINISTRATION

12 CFR Parts 701 and 741

Fees Paid by Federal Credit Unions; Share Insurance and One Percent Capitalization Deposit

AGENCY: National Credit Union
Administration (NCUA).

ACTION: Proposed amendments.

SUMMARY: These are proposed rules to amend existing §§ 701.6 and 741.9 of the NCUA Rules and Regulations (12 CFR 701.6 and 741.9) to add a new subsection to each Section entitled "Assessment of Administrative Fee and Interest for Delinquent Payment." The proposed amendments provide for assessment of an administrative fee for any operating fee, insurance capitalization deposit, or insurance premium payment which is not received on its due date and is intended to compensate the NCUA for the additional administrative expenses which are incurred as a result of late payments. The proposed amendments also provide for interest on such late payments and are intended to compensate the NCUA for interest lost by NCUA on these funds due to late payment by a credit union.

DATE: Comments must be received on or before December 22, 1989.

ADDRESS: Send comments to Becky Baker, Secretary of the Board, National Credit Union Administration, 1776 G Street, NW., Washington, DC 20456.

FOR FURTHER INFORMATION CONTACT: Herbert S. Yolles, Controller, at the above address, telephone: (202) 682-9710, or Sheila A. Albin, Staff Attorney, at the above address, telephone: (202) 682-9630.

SUPPLEMENTARY INFORMATION: Section 105 and 202 of the Federal Credit Union Act (12 U.S.C. 1755 and 1782) authorize the NCUA Board to assess operating fees on all Federal credit unions and the insurance capitalization deposit and insurance premiums on all federally-