

**DEPARTMENT OF TRANSPORTATION****49 CFR Parts 27 and 37**

[Docket No. OST-2006-23985]

RIN 2105-AE15

**Transportation for Individuals With Disabilities; Reasonable Modification of Policies and Practices; Correction**

**AGENCY:** Office of the Secretary (OST), U.S. Department of Transportation (DOT).

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects two typographical errors in the final rule that appeared in the *Federal Register* on March 13, 2015, entitled “Transportation for Individuals With Disabilities; Reasonable Modification of Policies and Practices.”

**DATES:** This document is effective July 13, 2015.

**FOR FURTHER INFORMATION CONTACT:** Jill Laptosky, Office of the General Counsel, 1200 New Jersey Avenue SE., Washington, DC 20590, Room W96-488, (202) 493-0308, [jill.laptosky@dot.gov](mailto:jill.laptosky@dot.gov). For questions related to transit, you may contact Bonnie Graves, Office of Chief Counsel, Federal Transit Administration, same address, Room E56-306, (202) 366-0944, [bonnie.graves@dot.gov](mailto:bonnie.graves@dot.gov); and, for rail, Linda Martin, Office of Chief Counsel, Federal Railroad Administration, same address, Room W31-304, (202) 493-6062, [linda.martin@dot.gov](mailto:linda.martin@dot.gov).

**SUPPLEMENTARY INFORMATION:****I. Background**

In FR Doc. 2015-05646 of March 13, 2015 (80 FR 13253), there were two typographical errors, which are identified and corrected in the Correction of Errors section below. The provisions in this correction document are effective as if they had been included in the document that appeared in the March 13, 2015 *Federal Register*. Accordingly, the corrections are effective July 13, 2015.

**II. Correction of Errors**

In FR Doc. 2015-05646 of March 13, 2015 (80 FR 13253), make the following corrections:

**§ 37.169 [Corrected]**

■ 1. On page 13261, in the second column, in the first paragraph of § 37.169, in the fourth line, remove “§ 37.5(g)(1)” and add “§ 37.5(i)(3)” in its place.

**Appendix E to Part 37 [Corrected]**

■ 2. On page 13261, in the third column, in the first paragraph of Appendix E to

Part 37, in the second line, remove “§§ 37.5(g)” and add “§§ 37.5(i)” in its place.

Issued this 28th day of April, 2015, at Washington, DC under authority delegated in 49 CFR 1.27(c).

**Kathryn B. Thomson,**  
*General Counsel.*

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**DEPARTMENT OF COMMERCE****National Oceanic and Atmospheric Administration****50 CFR Part 635**

RIN 0648-BC09

**Atlantic Highly Migratory Species (HMS); 2006 Consolidated HMS Fishery Management Plan (FMP); Amendment 7**

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

**ACTION:** Announcement of location for installation of electronic monitoring equipment.

**SUMMARY:** NMFS is announcing that the final location for the May 2015 installations of electronic monitoring (EM) systems required by Amendment 7 will be Fairhaven, MA, in addition to the previously-announced Barnegat Light, NJ. NMFS is also informing vessel owners with Atlantic tunas permits that funding for such EM installation and training is now available on a ‘first come, first served’ basis for a limited number of pelagic longline vessels that were not eligible for Individual Bluefin Quota (IBQ) based on criteria in Amendment 7 to the 2006 Consolidated HMS FMP (Amendment 7). Funding for EM installation and training originally was limited to the 135 vessels eligible for IBQ shares.

**DATES:** See **SUPPLEMENTARY INFORMATION** for installation dates, times, and locations.

**ADDRESSES:** Installation of EM systems and equipment during May 2015 is scheduled at the following ports: Fairhaven, MA, and Barnegat Light, NJ. See **SUPPLEMENTARY INFORMATION** for specific dates.

**FOR FURTHER INFORMATION CONTACT:** Thomas Warren or Brad McHale at 978-281-9260; or Craig Cockrell at 301-427-8503.

**SUPPLEMENTARY INFORMATION:** Atlantic tuna fisheries are managed under the

dual authority of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) and the Atlantic Tunas Convention Act (ATCA). Under the Magnuson-Stevens Act, NMFS must manage fisheries to maintain optimum yield on a continuing basis while preventing overfishing. ATCA authorizes the Secretary of Commerce (Secretary) to promulgate regulations as may be necessary and appropriate to carry out recommendations of the International Commission for the Conservation of Atlantic Tunas (ICCAT). The authority to issue regulations under the Magnuson-Stevens Act and ATCA has been delegated from the Secretary to the Assistant Administrator for Fisheries, NMFS. Management of these species is described in the 2006 Consolidated HMS FMP, which is implemented by regulations at 50 CFR part 635. Amendment 7 to the 2006 Consolidated HMS FMP may be found online at: <http://www.nmfs.noaa.gov/sfa/hms/documents/fmp/am7/index.html>.

On December 2, 2014, NMFS published the final rule for Amendment 7 to the 2006 Consolidated HMS FMP to, among other things, take actions related to the operation and management of the Atlantic bluefin tuna fishery, including measures applicable to the pelagic longline fishery, such as establishing IBQs and expanding monitoring requirements, including electronic monitoring by camera (79 FR 71510). The regulations implementing the final rule require that an owner or operator of a commercial vessel permitted or required to be permitted in the Atlantic Tunas Longline category and that has pelagic longline gear on board have installed, operate, and maintain an EM system on the vessel. Although most Amendment 7 measures were effective as of January 1, 2015, EM installation must be completed by June 1, 2015, to fish with pelagic longline gear. To facilitate compliance with these requirements and ease any burden on vessel owners, NMFS identified funding for EM equipment, installation and training for the 135 vessels eligible for IBQ under Amendment 7 criteria. NMFS scheduled multiple dates and locations for installation and training on the operation of EM equipment during the months of January through May (79 FR 78310; December 30, 2014). The dates and locations were chosen to reduce the potential for interference with fishing trips and to minimize the distances vessels may have to travel. One of the two locations during the scheduled May time periods (May 11-17; and 19-25) was left undetermined to provide