

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) listed below is coming up for renewal. Before submitting the renewal package to the Office of Management and Budget (OMB), EPA is soliciting comments on specific aspects of the collection as described below.

DATES: Comments must be submitted on or before December 1, 1995.

ADDRESSES: United States Environmental Protection Agency, Office of Enforcement and Compliance Assurance, Office of Compliance, Manufacturing, Energy and Transportation Division, Energy and Transportation Branch (2223A), 401 M Street, S.W. Washington, D.C. 20460.

FOR FURTHER INFORMATION CONTACT: Mr. Rafael Sánchez, United States Environmental Protection Agency, Office of Enforcement and Compliance Assurance, Office of Compliance, Manufacturing, Energy and Transportation Division, Energy and Transportation Branch (2223A), 401 M Street SW. Telephone: (202) 564-7028. Facsimile: (202) 564-0050.

SUPPLEMENTARY INFORMATION:

Affected entities: Entities affected by this action are those which the total of all loading racks at which benzene is loaded into tank trucks, railcars, or marine vessels at each benzene production facility and each bulk terminal.

Title: NESHAP for Benzene Emissions from Bulk Transfer Operations—40 CFR Part 61, Subpart BB, OMB No. 2060-0182, Expiration Date: 1/31/96.

Abstract: The National Emission Standards for Benzene Emissions from Benzene Transfer Operations were proposed on September 14, 1989 and promulgated on March 7, 1990. The standards are codified at 40 CFR Part 61, Subpart BB.

These standards apply to the following facilities in benzene transfer operations: The total of all loading racks at which benzene is loaded into tank trucks, railcars, or marine vessels at each benzene production facility and each bulk terminal. Specifically exempted from the regulation are loading racks at which only the following are loaded: benzene-laden waste (covered under Subpart FF of Part 61), gasoline, crude oil, natural gas liquids, petroleum distillates (e.g., fuel oil, diesel, or kerosene), or benzene-laden liquid from coke by-product recovery plants. Any affected facility which loads only liquid containing less

than 70 weight-percent benzene or whose annual benzene loading is less than 1.3 million liters of 70 weight-percent or more benzene is exempt from the control requirements and need only maintain records and submit an initial report. The control requirements for bulk transfer facilities require that benzene emissions be routed to a control device that achieves a 98 weight-percent emissions reduction, and (2) that loading of benzene be limited to vapor-tight tank trucks or vapor-tight railcars.

Owners or operators of the affected facilities described must make the following one-time-only notices or reports: notification of anticipated startup; notification of actual startup; initial compliance report (or control exemption by sources below cut-off); notification of emission test, report following an emission test; notification of a monitoring system performance test; and report following a monitoring system performance test. These notifications and reports are general provisions and required of all sources subject to any NESHAP.

Monitoring and recording requirements specific to benzene transfer operating include vapor-tightness documentation, and monitoring and operation parameters specific to the control method chosen (incinerator, vent valves status, steam generator, process heater, flare, carbon adsorption). Sources must maintain records of periods exceeding most recent performance test parameters, including the date and time of any exceedance or deviation, the nature and cause of the malfunction and corrective measures taken.

Owners or operators are also required to maintain records of the occurrence and duration of any period during which the monitoring system is malfunctioning or inoperative. Reporting requirements specific to benzene transfer operations include an initial engineering report and a quarterly report by affected facilities subject to the standards at § 61.302. The quarterly reports include excess emissions and deviations in operating parameters. Sources not subject to the control standards must continue to record information and must file a report only the first year.

The EPA would like to solicit comments to:

(i) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information:

(iii) Enhance the quality, utility, and clarity of the information to be collected; and

(iv) Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Burden Statement

The majority of industry costs associated with the information collection activity in the standards are labor costs. The current average annual burden to industry from these recordkeeping and reporting requirements is estimated at 14,685 person-hours. The respondent costs have been calculated on the basis of \$14.50 per hour plus 110 percent overhead. The current average annual burden to industry is estimated to be \$447,158.

In addition to the loading rack affected facilities, owners and operators of tank trucks, railcars, and marine vessels are also impacted by the standards. Based upon available information, it has been estimated that there are 97 tank trucks and railcars, and 131 marine vessels subject to the standards. All tank trucks and railcars must be tested annually to ensure vapor-tightness. Marine vessels must either be checked for vapor-tightness or operated at negative pressure. In calculations of burden, 65 marine vessels are assumed to conduct vapor-tightness tests.

No person is required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations are displayed in 40 CFR Part 9.

Send comments regarding these matters, or any other aspect of the information collection, including suggestions for reducing the burden, to the address listed above.

Dated: September 14, 1995.

Richard Biondi,

Acting Director, Manufacturing, Energy and Transportation Division, Office of Compliance.

[FR Doc. 95-24338 Filed 9-29-95; 8:45 am]

BILLING CODE 6560-50-P

[FRL-5306-8]

Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Approval of a Notification of Intent To Certify Equipment

AGENCY: Environmental Protection Agency.

ACTION: Notice of agency certification of equipment for the Urban Bus Retrofit/Rebuild Program.

SUMMARY: The Agency received a notification of intent to certify equipment signed March 16, 1995, and with cover letter dated April 11, 1995, from the Detroit Diesel Corporation (DDC) with principal place of business at 13400 Outer Drive, West; Detroit, Michigan, 48239, for certification of urban bus retrofit/rebuild equipment pursuant to 40 CFR Sections 85.1401–85.1415. The equipment is applicable to Detroit Diesel Corporation's (DDC) petroleum-fueled 6V92TA model engines having mechanical unit injectors (MUI) that were originally manufactured between January 1979 and December 1989. On June 5, 1995, EPA published a notice in the Federal Register that the notification had been received and made the notification available for public review and comment for a period of 45-days (60 FR 29590). EPA has completed its review of this notification, and the comments received, and the Director of the Manufacturers Operations Division has determined that it meets all the requirements for certification. Accordingly, EPA approves the certification of this equipment effective October 2, 1995.

The certified equipment provides 25 percent or greater reduction in exhaust emissions of particulate matter (PM) for the engines for which it is certified (see below), and meets the requirements of the urban bus retrofit/rebuild program for certification. Therefore, as discussed below, this equipment may be used by operators choosing compliance program 2 and operators choosing compliance program 1 unless rebuild equipment is certified as a trigger of the 0.10 g/bhp-

hr standard for these engines under the urban bus retrofit/rebuild program.

The DDC notification, as well as other materials specifically relevant to it, are contained in Public Docket A-93-42, category VII, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment". This docket is located in room M-1500, Waterside Mall (Ground Floor), U.S. Environmental Protection Agency, 401 M Street SW, Washington, DC 20460.

Docket items may be inspected from 8:00 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR Part 2, a reasonable fee may be charged by the Agency for copying docket materials.

DATES: The date of this notice October 2, 1995 is the effective date of certification for the equipment described in DDC's notification. This certified equipment may be used immediately by urban bus operators.

FOR FURTHER INFORMATION CONTACT: William Rutledge, Technical Support Branch, Manufacturers Operations Division (6405J), U.S. Environmental Protection Agency, 401 M St. SW, Washington, D.C. 20460. Telephone: (202) 233-9297.

SUPPLEMENTARY INFORMATION:

I. Background

By a notification of intent to certify signed March 16, 1995, and with cover letter dated April 11, 1995, Detroit Diesel Corporation (DDC) applied for certification of equipment applicable to its 6V92TA model urban bus engines having mechanical unit injectors (MUI) that were originally manufactured between January 1979 and December 1989. The equipment to be certified, referred to as an "upgrade" kit, is basically later model-year components (such as turbocharger, blower, fuel injectors, and cylinder kits).

All parts of the certified equipment are contained in two basic types of kits. One of each basic type of kit is required for the rebuild of an engine. Twelve combinations of the two basic types of kits are certified—the specific combination to be used with a particular engine depends upon the direction of engine rotation, orientation of the engine block, cam gear mounting technique, and engine power level. One basic type of kit includes a gasket kit, air inlet hose, cylinder kit, and by-pass valve assembly. The other basic type of kit includes fuel injectors, camshafts, blower assembly, turbocharger, and cylinder head assemblies.

As discussed further below, two upgrade configurations based on the fuel injector timing height are certified. Either configuration, when applied to 1979 through 1987 model year engines, reduces PM by at least 25 percent. Only one configuration provides a reduction of 25 percent on 1988 and 1989 model year engines.

Using engine dynamometer testing in accordance with the Federal Test Procedure for heavy-duty diesel engines, DDC documented significant reductions in PM emissions. Baseline exhaust emissions data were developed by testing an engine rebuilt to a 1979 urban bus configuration. Other testing on the engine was conducted using each of the two certified upgrade configurations. Emission test data supplied by DDC in its notification are shown below in Table A. In addition to demonstrating reductions in PM exhaust emissions, the data indicate that applicable engines with the certified equipment installed will comply with the federal 1988 model year emission standards for hydrocarbon (HC), carbon monoxide (CO), oxides of nitrogen (NO_x), and smoke emissions.

TABLE A.—EMISSION TEST DATA (g/bhp-hr)

| | Baseline 1979 config | 1979—1987 upgrade | 1988 & 1989 upgrade | 1988/89 Federal standards |
|------------------------------------|-------------------------|----------------------|------------------------|---------------------------------|
| Gaseous and particulate emissions: | | | | |
| HC | 0.52 | 0.43 | 0.44 | 1.3 |
| CO | 3.74 | 1.35 | 1.33 | 15.5 |
| NO _x | 7.43 | 7.00 | 9.34 | 10.7 |
| PM | 0.530 | 0.257 | 0.232 | 0.60 |
| Smoke emissions: | | | | |
| Accel | 11.5% | 1.1% | 1.9% | 20% |
| Lug | 2.5% | 1.8% | 3.2% | 15% |
| Peak | 16.5% | 3.8% | 3.7% | 50% |

DDC is certifying this equipment to PM emission levels of 0.30 g/bhp-hr for the 1979 through 1987 model year upgrade, and 0.23 g/bhp-hr for the 1988 and 1989 upgrade. The certification level for the 1979 through 1987 upgrade represents a 43 percent reduction in PM from the 1979 baseline configuration. The certification level for the 1988 and 1989 upgrade represents a 25 percent reduction from the PM level to which the 1988 and 1989 model year engine families were certified under the new-engine certification program (0.31 g/bhp-hr). The certification levels for

this equipment in the urban bus program are indicated below in Table B, and apply only to the model numbers listed.

TABLE B.—RETROFIT/REBUILD PM CERTIFICATION LEVELS FOR DDC EQUIPMENT

| Engine model | Model No. | Upgrade configuration | Certification level (g/bhp-hr) |
|------------------|-----------|-----------------------|--------------------------------|
| 6V92TA MUI | 8067-7427 | 1979-1987 | 0.30 |
| | 8067-7428 | | |
| | 8067-4423 | 1988 & 1989 | 0.23 |
| | 8067-3421 | | |

Certification of the 1979 through 1987 upgrade configuration is limited to 6V92TA MUI engines of model years 1979 through 1987. The 1988 and 1989 configuration is certified for all model years 1979 through 1989. Section IV below discusses operator requirements and responsibilities, including use of the DDC equipment to meet program requirements.

II. Summary and Analysis of Comments

EPA received comments from three parties on this DDC notification. Two of the commenters are transit operators and the third is a manufacturer of diesel exhaust catalysts. The comments generally fall into the areas of baseline data, emission levels at high altitude, cost, durability, and parts covered by warranty. One transit operator provided its experience with DDC's upgrade kit. Copies of the original comments can be found in the EPA docket referenced in the SUMMARY section above.

One of the transit operators states that thirteen of its engines have been rebuilt using DDC's low-emission rebuild kits, and their experience has been positive. The engines have gotten better fuel economy and emitted less smoke.

One commenter questions whether 25 percent is demonstrated by DDC test results, because the baseline testing that DDC performed does not represent the typical emissions from currently rebuilt engines. The commenter cites testing it has done to show that current rebuilds are less than the baseline that DDC uses.

Sections 85.1403(b) and 85.1406(a)(2)(v)(B) of the program regulations are clear in this regard. The program requirement of reducing PM by 25 percent is based on the emission levels of the original engine configuration. In testing performed for certification under the urban bus program, DDC developed a baseline PM level of 0.530 g/bhp-hr for the test engine rebuilt to a 1979 model year configuration. This PM level is consistent with the "pre-rebuild PM level" of 0.50 g/bhp-hr for the 1979

through 1987 model year 6V92TA engines estimated in the program regulations. While some rebuilds, as of yet uncertified under the urban bus program, may result in lower PM exhaust levels than the original engine configurations, this is not the case for rebuilds which return an engine to an original configuration. The urban bus program will make engine configurations having lower PM levels a requirement. Certification is available for other rebuild kits which meet program requirements.

It was commented that the Agency should not certify the candidate equipment for high altitude regions of the country because no emissions data at high altitude have been provided.

Engine manufacturers, under the Agency's new-engine certification program, are required to demonstrate compliance with exhaust emission standards only at low altitude, even though the standards apply to engines operating in both low-altitude and high-altitude areas of the country. In a consistent manner, the urban bus program does not require demonstration of compliance with emissions standards at high-altitude. Because DDC has demonstrated that use of its retrofit/rebuild equipment will reduce PM at low-altitude, the Agency expects that use of the certified equipment will also decrease PM emissions at high-altitude, although information on the order of magnitude of PM reduction, or absolute level of PM emissions, is not available.

In its comments the catalyst manufacturer requests certification for the combination of the candidate rebuild kit and a catalyst previously certified for the urban bus program. Review of this matter will be handled independently of certification of the DDC equipment, and a separate Federal Register notice will announce Agency intentions, as necessary.

Several questions were raised regarding the life cycle cost analysis provided by DDC in its notification in order to trigger program requirements.

The Agency believes that there is no need to evaluate the life cycle cost data or to respond to comments at this time because the requirement to reduce PM by 25 percent has been triggered for applicable engines with the certification on May 31, 1995, of an exhaust catalyst manufactured by the Engelhard Corporation.

One commenter questions whether tune-ups and emissions-related parts are considered warranty items. The emissions warranties, required by program regulations, apply to all parts of the certified equipment described in DDC's notification of intent to certify, for the mileage intervals specified in Section 85.1409.

A comment was received that DDC has not demonstrated durability of the parts in the candidate upgrade kit. While durability demonstration is not specifically required by program regulations, the Agency believes that certifiers will want to evaluate the durability of their equipment before selling it under this program in order to minimize their liability risk. Section 85.1409 of the program regulations require that the certifier provide both an emissions defect and an emissions performance warranty to urban bus operators. Further, the Agency holds the certifier responsible for the emissions performance of their equipment and maintains the option of performing in-use testing through-out the 150,000 mileage period of that warranty.

A copy of the comments can be found in EPA Docket A-93-42, category VII.

III. Certification Approval

The Agency has reviewed this notification, along with comments received from interested parties, and finds that the equipment described in this notification of intent to certify:

- (1) Reduces particulate matter exhaust emissions by at least 25 percent, without causing the applicable engine families to exceed other exhaust emissions standards;

(2) Will not cause an unreasonable risk to the public health, welfare or safety;

(3) Will not result in any additional range of parameter adjustability; and,

(4) Meets other requirements necessary for certification under the Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (40 CFR Sections 85.1401 through 85.1415).

The Agency hereby certifies this equipment for use in the urban bus retrofit/rebuild program as discussed below in Section IV.

IV. Operator Requirements and Responsibilities

In a Federal Register notice dated May 31, 1995 (60 FR 28402), the Agency certified an exhaust catalyst manufactured by the Engelhard Corporation, as a trigger of program requirements. For urban bus operators affected by this program and electing to comply with program 1 requirements, that certification means that rebuilds and replacements of model year 1979–1989 6V92TA MUIs (and all other engines for which that catalyst is applicable) performed 6 months or more after that date of certification, must be performed with equipment certified to reduce PM emissions by 25 percent or more. The certified DDC equipment may be used immediately by urban bus operators who have chosen to comply with either program 1 or program 2, as follows.

Today's Federal Register notice certifies the above-described DDC equipment, when properly applied, as meeting the requirement to reduce PM by 25 percent. Urban bus operators who choose to comply with program 1 may use the certified DDC equipment unless equipment is certified as triggering the 0.10 g/bhp-hr standard for the 1979 through 1989 6V92TA MUI engines. Either certified upgrade configuration when applied to engines of model year 1979 through 1987 meets the program requirement to reduce PM by at least 25 percent. The 1979 through 1987 upgrade configuration is not certified for 1988 and 1989 model year engines. To receive 25 percent reduction using the certified DDC upgrade kit, rebuilds of 1988 and 1989 model year engines must be performed using the 1988 and 1989 upgrade configuration.

Operators that have chosen to comply with program 2 may use the certified DDC equipment, as discussed in the above paragraph, along with the respective PM certification level from Table B when calculating their average fleet PM level.

As stated in the program regulations (40 CFR 85.1401 through 85.1415),

operators should maintain records for each engine in their fleet to demonstrate that they are in compliance with the requirements beginning in January 1, 1995. These records include purchase records, receipts, and part numbers for the parts and components used in the rebuilding of urban bus engines.

Dated: September 25, 1995.

Richard Wilson,

Acting Assistant Administrator for Air and Radiation.

[FR Doc. 95-24356 Filed 9-29-95; 8:45 am]

BILLING CODE 6560-50-P

[FRL-5308-1]

National Environmental Justice Advisory Council; Notifications of Charter Renewal and of Public Advisory Committee Meeting(s); Open Meeting

Pursuant to the Federal Advisory Committee Act (FACA), Public Law 92-463, two notices are hereby given as follows: (1) The Charter is reissued for a 2 year period to renew the National Environmental Justice Advisory Council (NEJAC). Information regarding the new NEJAC membership and other pertinent Environmental Justice knowledge can be obtained by dialing the 24 Hour Office of Environmental Justice Information Line on 1-800-962-6215; and (2) The National Environmental Justice Advisory Council (NEJAC) along with the subcommittees will meet on the dates and times described below. All times noted are Eastern Standard Time. All meetings are open to the public. Due to limited space, seating at the NEJAC meeting will be on a first-come basis. Documents that are the subject of NEJAC reviews are normally available from the originating EPA office and are not available from the NEJAC. The meetings will occur at the Omni Shoreham Hotel, 2500 Calvert Street, NW, Washington, DC 20008, Phone: 202/234-0700, FAX: 202/265-5333.

The full NEJAC will meet Tuesday, December 12, from 9 a.m. to 7:30 p.m. and Thursday, December 14 from 1 p.m. to 5 p.m. to discuss the role of the new subcommittees, follow-up on pending items from the July meeting, and discuss new business for the NEJAC. A public comment period is scheduled from 6:00-7:30 p.m. on Tuesday, December 12.

The four subcommittees and the two newly added subcommittees named below will meet on Wednesday, December 13, from 8:00 a.m. to 5:00 p.m. and on Thursday, December 14, from 8:00 a.m. to 12:00 p.m. Any member of the public wishing further

information on the subcommittee meetings should contact the specific Designated Federal Official at the telephone number listed below.

Members of the public who wish to make a brief oral presentation should contact Dee Richardson of PRC Environmental Management, Inc. no later than December 1, 1995 in order to have time reserved on the agenda. In general, each individual or group making an oral presentation will be limited to a total time of five minutes. Written comments of any length (at least 35 copies) should be received no later than December 1, comments received after that date will be provided to the Council as logistics allow. They should be sent to PRC Environmental Management, Inc., 1593 Spring Hill Road, Suite 300, Vienna, VA 22182. Telephone number is 703-287-8880 or FAX: 703-287-8910.

| Subcommittee | Federal official and telephone number |
|------------------------|---------------------------------------|
| Enforcement .. | Ms. Sherry Milan—202/260-9807. |
| Health and Research. | Mr. Lawrence Martin—202/260-0673. |
| International ... | Dr. Clarice Gaylord—202/260-6357. |
| Indigenous Peoples. | Ms. Elizabeth Bell—202/260-8106. |
| Public Participation. | Mr. Robert Knox—202/260-8195. |
| Waste/Facility Siting. | Ms. Jan Young—202/260-1691. |

FOR FURTHER INFORMATION CONTACT: For hearing impaired individuals or non-English speaking attendees wishing to make arrangements for a sign language or foreign language interpreter, please call or fax Dee Richardson of PRC Environmental Management, Inc. at Phone: 703-287-8880 or Fax: 703-287-8910.

Dated: September 25, 1995.

Clarice E. Gaylord,

Designated Federal Official, National Environmental Justice Advisory Council.

[FR Doc. 95-24358 Filed 9-29-95; 8:45 am]

BILLING CODE 6560-50-P

[FRL-5307-3]

Federal Facilities Cleanup Principles

AGENCY: Environmental Protection Agency.

ACTION: Notice of availability of "Principles for Environmental Cleanup of Federal Facilities."

SUMMARY: The Agency is informing the public of the availability of "Principles for Environmental Cleanup of Federal Facilities," dated August 2, 1995. The