Control Techniques Guidelines for Shipbuilding and Ship Repair Operations (Surface Coating)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of release of control techniques guidelines (CTG).

SUMMARY: The CTG for control of volatile organic compound (VOC) emissions from surface coating operations in the shipbuilding and ship repair industry is available to assist States in analyzing and determining reasonably available control technology (RACT) for shipbuilding and ship repair operations located within ozone national ambient air quality standards (NAAQS) nonattainment areas. The CTG also sets forth the adoption and implementation dates for RACT. The CTG for Shipbuilding and Ship Repair Operations (Surface Coating) is not being issued as a stand-alone document. Rather, it is a combination of the information contained in this notice and in the EPA’s previously published alternative control techniques (ACT) document for this emission source category.

EFFECTIVE DATE: Any State that has not adopted an approvable RACT regulation for the source category addressed by this CTG must submit a RACT regulation for these sources within one year from the date of publication of this action in the Federal Register. For any State that has adopted an approvable RACT regulation for the source category addressed by this CTG, Section 182(b)(2) of the Clean Air Act (CAA) requires these States to submit a revision to the applicable implementation plan, to include provisions that require the implementation of RACT. This revision shall be submitted to the EPA not later than August 27, 1997. Furthermore, all States must require sources to implement the required limitations and work practices under these adopted RACT regulations not later than August 27, 1998.


Docket: Following publication of the ACT document, the recommended RACT was developed concurrently with maximum achievable control technology (MACT), on which standards issued under Section 112 of the CAA were based. The rulemaking docket, No. A–92–11, is available for inspection and copying from 8 a.m. to 5:30 p.m., Monday through Friday, at the EPA’s Air and Radiation Docket and Information Center, Waterside Mall, Room M–1500, Ground Floor, 401 M Street, SW, Washington, DC 20460; telephone number (202) 260–7548, FAX (202) 260–4400. A reasonable fee may be charged for copying.

FOR FURTHER INFORMATION CONTACT: Dr. Mohamed Serageldin at (919) 541–2379, Coatings and Consumer Products Group, Emission Standards Division (MD–13), U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711.

SUPPLEMENTARY INFORMATION: Potentially Affected Entities. Entities potentially affected by this action are those shipbuilding and ship repair operations which are (or have the potential to become) "major" sources of VOC emissions and are located in nonattainment areas of ozone.

<table>
<thead>
<tr>
<th>Category</th>
<th>Examples of potentially affected entities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry</td>
<td>Any building or repairing, repainting, converting, or alteration of ships. The term ship means any marine or fresh-water vessel, including self-propelled by other craft (barges), and navigational aids (buoys). Note: Offshore oil and gas drilling platforms and vessels used by individuals for noncommercial, non-military, and recreational purposes that are less than 20 meters in length are not considered ships.</td>
</tr>
</tbody>
</table>
This table is not intended to be exhaustive, but rather provides a guide for readers regarding entities which are the focus of this action. This table lists the types of entities that the EPA is now aware could potentially be affected by this action. Other types of entities not listed in the table could also be affected (see definition of ship in Appendix B).

If you have questions regarding the focus or applicability of this action, consult the person listed in the preceding FOR FURTHER INFORMATION CONTACT section of this notice.

The substantive presumptive RACT determination set out in this action is intended solely as guidance, does not represent final EPA action, and is not fully developed for judicial review. It is not intended, nor can it be relied upon, to create any rights enforceable by any party in litigation with the United States. The EPA officials may decide to follow the guidance provided in this action, or to act at variance with the guidance, based on an analysis of specific circumstances. The EPA also may change this guidance at any time without public notice.

Electronic versions of the ACT document as well as this action are available for download from the EPA’s Technology Transfer Network (TTN), a collection of the EPA’s electronic bulletin boards developed and operated by the Office of Air Quality Planning and Standards. The TTN provides information and technology exchange in various areas of air pollution control. The service is free, except for the cost of a telephone call. Dial (919) 541–5742 for data transfer of up to a 14,400 bits per second. Internet access is available at http://www.epa.gov/oar/ttn_bbs.htm. Additional information on TTN is available from the HELP line at (919)541–5384.

The information presented in this section is organized as follows:

I. Background and Purpose
II. BACM and “Presumptive RACT”
III. Modification to the ACT Document
IV. Model Rule
V. Summary of Impacts
VI. Administrative Designation and Regulatory Analysis

Appendix A. Thinning Calculations
Appendix B. Definitions
Appendix C. Thinning Chart (Figure 1)
Appendix D. VOC Data Sheet

I. Background and Purpose

Section 183(b)(4) of the CAA specifically requires the EPA to issue a CTG for the shipbuilding and ship repair industry, to reduce air emissions of VOC and particulate matter from coatings (paints) and solvents used at new and existing shipbuilding and ship repair facilities. However, unlike the more general CTG requirements which require the EPA to establish a RACT level of control, Section 183(b)(4) requires the EPA to establish a CTG based on best available control measures (BACM) for emissions of VOC and particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM-10) from the removal or application of coatings and solvents at shipbuilding and ship repair facilities. The BACM is a broadly defined term referring to “best” technologies and other “best” available measures that can be used to control pollution. A discussion of the analogy between BACM and reasonable available control measures is presented in State Implementation Plans for Serious PM–10 Nonattainment Areas, and Attainment Date Waivers for PM–10 Nonattainment Areas Generally; Addendum to the General Preamble for Implementation of Title I of the Clean Air Act Amendments of 1990 (59 FR 41998, August 16, 1994).

Pursuant to Section 183 of the CAA, the EPA is required to issue CTG for the purpose of assisting States in developing RACT level of controls for sources of VOC emissions. In turn, each State is required to submit a revision to its State implementation plan (SIP) providing RACT regulations for sources of VOC that are located in moderate or above ozone nonattainment areas. Specifically, Section 182(b)(2) of the CAA requires States to submit RACT regulations for sources of VOC that are covered by a CTG issued after enactment of the Clean Air Act of 1990, but prior to the time of attainment. The CTG also applies to those facilities in nonattainment areas located in States which already have existing shipbuilding and ship repair (or marine) coating regulations; the State limits must be at least as stringent as the CTG limits or otherwise must be determined to meet RACT (and in this case, BACM).

The CTG review current knowledge and data concerning the technology and costs of various emissions control techniques. The CTG are intended to provide State and local air pollution authorities with an information base for proceeding with their own analyses of RACT to meet statutory requirements.

States may choose to develop their own RACT requirements on a case-by-case basis, considering the emission reductions needed to attain achievement of the NAAQS and the economic and technical circumstances of the individual source.

The application of RACT and resulting VOC emissions reduction is to “enhance the quality of the Nation’s air resources so as to promote the public health and welfare and productive capacity of its population.” The intent of this action is to protect the public health by requiring the highest degree of reduction in VOC emissions in ozone nonattainment areas, taking into consideration the cost of such emission reduction, any nonair quality, health and environmental impacts, and energy requirements.

The VOC that are emitted by shipbuilding and ship repair facilities include xylene, toluene, ethyl benzene, isopropyl alcohol, butyl alcohol, ethyl alcohol, methanol, methyl ethyl ketone, methyl isobutyl ketone, ethylene glycol, and glycol ethers. All of these VOC contribute significantly to the formation of ground level ozone which can damage lung tissue and cause serious respiratory illness. Additionally, VOC can cause reversible or irreversible toxic effects following exposure. The potential toxic effects include eye, nose, throat, and skin irritation and blood cell, heart, liver, and kidney damage. The adverse health effects are associated with a wide range of ambient concentration and exposure time and are influenced by source-specific characteristics such as emission rates and local meteorological conditions.

Health impacts are also dependent on the multiple factors that affect human variability such as genetics, age, health status (e.g., the presence of pre-existing disease), and lifestyle. Implementation of BACM described in the CTG will reduce VOC emissions from shipbuilding and ship repair surface coating operations by 1,250 megagrams Mg (1,370 tons per year).

II. BACM and “Presumptive RACT”

In developing the CTG for this industry, the EPA reviewed current knowledge and data concerning the
through notice-and-comment rulemaking action on the SIP submittal. The EPA believes that RACT, BACM, and MACT are identical in this instance on a category-wide basis. While typically MACT ("maximum") implies more stringent control than BACM ("best"), which in turn implies more stringent control than RACT ("reasonable"), the EPA recognizes that there may be isolated instances when there is such a limited range of controls for a specified industry or industry process that two or all three of these levels of control may be identical. For a general discussion of these terms, refer to "State Implementation Plans for Serious PM–10 Nonattainment Areas, and Attainment Date Waivers for PM–10 Nonattainment Areas Generally; Addendum to the General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990" (59 FR 41998, August 16, 1994).

The cost-effectiveness of add-on controls of VOC emissions for spray booth painting and tank painting operations was determined to be low. However, the variability and size of tanks inside a ship that may be painted, at any one time, in a shipyard makes evaluation of add-on controls on a category-wide basis difficult. Controls have to be evaluated on a case-by-case basis. It should be noted that automated, high-use paint operations may be feasibly controlled and would have to be evaluated on a case-by-case basis.

### III. Modifications to the ACT Document

There have been some substantive technical changes since the ACT document for this industry was published in April 1994. Most notable of those changes is the inclusion of cold weather coating limits and the incorporation of both mass VOC per volume (g VOC/L) of coating less water and exempt solvents emission limits and the equivalent mass VOC per volume of solids (nonvolatiles) emission limits (see Table 1 in this notice). The solids based units should be used to determine compliance whenever thinning solvent is added to a coating. This change was made to provide a uniform basis for all calculations related to emission reductions (i.e., associated with thinning additions or add-on control devices). The procedure for calculating the VOC content of a given coating to which thinning solvent is added is provided in Appendix A to this notice. Information in Appendix C and Appendix D may also be used to calculate VOC content.

The promulgated NESHAP for this industry (60 FR 64330, December 15, 1995) also reflects technical changes made as a result of public comments and provides information for air quality management agencies to consider in the development of an enforceable regulation limiting VOC emissions from shipbuilding and ship repair surface coating operations. Additional information related to the promulgated NESHAP is presented in "Background Information for Final Standards" (EPA/453-R–96–003B).

### IV. Model Rule

In effect, the NESHAP can be used as a "model rule" providing an organizational framework and regulatory language specifically tailored for surface coating operations at shipyards. Information is provided on applicability, definitions, format of standards, compliance determinations (calculations), and reporting and recordkeeping. Many of the definitions used in the ACT were modified/clarified for the NESHAP; therefore, Appendix B to this notice has been included to provide the updated terminology and definitions, including technical amendments to the NESHAP.

The various compliance options are described and illustrated (in a flow diagram) in the NESHAP as well. The State or other implementing agency can exercise its prerogative to consider other options provided they meet the objectives prescribed in this action. This guidance is for instructional purposes only and, as such, is not binding. The State or other enforcement agency should consider all information presented in the ACT document, the promulgated NESHAP, and this final action along with additional information about specific sources to which the regulation will apply.

### V. Summary of Impacts

The EPA estimates the State and local regulations developed pursuant to this CTG could affect about 100 facilities, reduce emissions of VOCs by approximately 1,250 Mg per year, and result in nationwide costs of approximately $1.1 million. These costs are in addition to the $2.0 million assigned to the NESHAP for controlling volatile organic hazardous air pollutants (VOHAP) (and VOC) emissions from the 35 major source shipyards. Further information on costs and controls is presented in the Shipbuilding and Ship Repair ACT guideline document (EPA 453/R–94–032; N015 PR94–181694) published in April 1994.

### VI. Administrative Designation and Regulatory Analysis

Under Executive Order 12866 (58 FR 51735, October 4, 1993), the EPA must...
determine whether the regulatory action is “significant” and therefore subject to Office of Management and Budget review and the requirements of the Executive Order. The Order defines “significant regulatory action” as one that is likely to result in a rule that may:

1. Have an annual effect on the economy of $100 million or more, or adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or State, local, or tribal governments or communities.
2. Create a serious inconsistency or otherwise interfere with an action taken or planned by another agency.
3. Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs, or the rights and obligations of recipients thereof.
4. Raise novel legal or policy issues arising out of legal mandates, the President’s priorities, or the principles set forth in the Executive Order.

It has been determined that this CTG document is not a “significant regulatory action” under the terms of Executive Order 12866 and is therefore not subject to OMB review. This CTG document is not a “rulemaking,” rather it provides information to States to aid them in developing rules.

### Table 1.—VOC Limits for Marine Coatings

<table>
<thead>
<tr>
<th>Coating Category</th>
<th>VOC limits&lt;sup&gt;a&lt;/sup&gt;&lt;br&gt;Grams/liter coating (minus water and exempt compounds)</th>
<th>VOC limits&lt;sup&gt;b&lt;/sup&gt;&lt;br&gt;Grams/liter solids&lt;sup&gt;c&lt;/sup&gt;</th>
<th>1 &gt; 4.5°C</th>
<th>1 &lt; 4.5°C&lt;sup&gt;d&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>General use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specialty:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air flask</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Antenna</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Antifoulant</td>
<td>400</td>
<td>765</td>
<td>971</td>
<td></td>
</tr>
<tr>
<td>Heat resistant</td>
<td>420</td>
<td>841</td>
<td>1,069</td>
<td></td>
</tr>
<tr>
<td>High-gloss</td>
<td>420</td>
<td>841</td>
<td>1,069</td>
<td></td>
</tr>
<tr>
<td>High-temperature</td>
<td>500</td>
<td>1,237</td>
<td>1,597</td>
<td></td>
</tr>
<tr>
<td>Inorganic zinc high-build</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Military exterior</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Mist</td>
<td>610</td>
<td>2,235</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigational aids</td>
<td>550</td>
<td>1,597</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nonskid</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Nuclear</td>
<td>420</td>
<td>841</td>
<td>1,069</td>
<td></td>
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<tr>
<td>Organic zinc</td>
<td>360</td>
<td>630</td>
<td>802</td>
<td></td>
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<tr>
<td>Pretreatment wash primer</td>
<td>780</td>
<td>11,095</td>
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<td></td>
</tr>
<tr>
<td>Repair and maint. of thermoplastics</td>
<td>550</td>
<td>1,597</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rubber camouflage</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Sealant for thermal spray aluminum</td>
<td>610</td>
<td>2,235</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special marking</td>
<td>490</td>
<td>1,178</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specialty interior</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Task coat</td>
<td>610</td>
<td>2,235</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undersea weapons systems</td>
<td>340</td>
<td>571</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>Weld-through precon. primer</td>
<td>650</td>
<td>2,965</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<sup>a</sup> The limits are expressed in two sets of equivalent units. Either set of limits may be used to demonstrate compliance.

<sup>b</sup> To convert from g/L to lb/gal, multiply by (3,785 L/gal)/(453.6 lb/g) or 1/120. For compliance purposes, metric units define the standards.

<sup>c</sup> VOC limits expressed in units of mass of VOC per volume of solids were derived from the VOC limits expressed in units of mass of VOC per volume of coating assuming the coatings contain no water or exempt compounds and that the volumes of all components within a coating are additive.

<sup>d</sup> These limits apply during cold-weather time periods (i.e., temperatures below 4.5°C). Cold-weather allowances are not given to coatings in categories that permit less than 40 percent solids (nonvolatiles) content by volume. Such coatings are subject to the same limits regardless of weather conditions.

### Appendix A. Procedure to Determine VOC Contents of Coatings to Which Thinning Solvent Will Be Added

For a coating to which thinning solvent is routinely or sometimes added, the owner or operator shall determine the VOC content as follows:

1. Prior to the first application of each batch, designate a single thinner for the coating and calculate the maximum allowable thinning ratio (or ratios), if the affected source complies with the cold-weather limits in addition to the other limits specified in Table 2 for each batch as follows:

\[
R = \frac{V_s \cdot (\text{VOC limit}) - m_{\text{voc}}}{D_{\text{th}}} \quad \text{Eqn. 1}
\]

Where:

\[
R = \text{Maximum allowable thinning ratio for a given batch (L thinner/L coating as supplied)}
\]

\[
V_s = \text{Volume fraction of solids in the batch as supplied (L solids/L coating as supplied)}
\]

\[
\text{VOC limit} = \text{Maximum allowable as-applied VOC content of the coating (g VOC/L solids)}
\]

\[
m_{\text{voc}} = \text{VOC content of the batch as supplied (g VOC/L coating as supplied)}
\]

\[
D_{\text{th}} = \text{Density of the thinner (g/L)}
\]

2. If \( V_s \) is not supplied directly by the coating manufacturer, the owner or operator shall determine \( V_s \) as follows:

\[
V_s = 1 - \frac{m_{\text{volatiles}}}{D_{\text{avg}}} \quad \text{Eqn. 2}
\]

Where:
...
more other operating parameter values, determines that an owner or operator has complied with an applicable emission limitation or standard.

Organic zinc specialty coating means any coating derived from zinc dust incorporated into an organic binder that contains more than 960 grams of elemental zinc per liter (eight pounds per gallon) of coating, as applied, and that is used for the expressed purpose of corrosion protection.

Pleasure craft means any marine or fresh-water vessel used by individuals for noncommercial, nonmilitary, and recreational purposes that is less than 20 meters in length. A vessel rented exclusively to, or chartered for, individuals for such purposes shall be considered a pleasure craft.

Pretreatment wash primer specialty coating means any coating that contains a minimum of 0.5 percent acid, by mass, and is applied only to bare metal to etch the surface and enhance adhesion of subsequent coatings.

Repair and maintenance of thermoplastic coating of commercial vessels (specialty coating) means any vinyl, chlorinated rubber, or bituminous resin coating that is applied over the same type of existing coating to perform the partial recoating of any in-use commercial vessel. (This definition does not include coal tar epoxy coatings, which are considered “general use” coatings.)

Rubber camouflage specialty coating means any specially formulated epoxy coating used as a camouflage topcoat for exterior submarine hulls and sonar domes.

Sealant for thermal spray aluminum surfaces means any organic compound that incorporates into an organic binder that contains more than 960 grams of elemental zinc per liter (eight pounds per gallon) of coating, as applied, and that is used for the expressed purpose of corrosion protection.

Thermal spray aluminum surfaces at a means any epoxy coating applied to exterior submarine hulls and sonar systems, including inorganic zinc high-build coatings. When constructing new vessels, there may be a need to remove areas of weld-through preconstruction primer due to surface damage or contamination prior to application of film-building coatings.

VOC is measured by a reference method, an equivalent method, an alternative method, or by procedures specified under any rule. A reference method, an equivalent method, or an alternative method, however, may also measure nonreactive organic compounds. In such cases, any owner or operator may exclude the nonreactive organic compounds when determining compliance with a standard. For a list of compounds that the Administrator has designated as having negligible photochemical reactivity, refer to 40 CFR § 51.00.

Volatile organic hazardous air pollutant (VOHAP) means any compound listed in or pursuant to Section 112(b) of the CAA that contains carbon, excluding metallic carbides and carbonates. This definition includes VOC listed as hazardous air pollutant (HAP) and exempt compounds listed as HAP.

Weld-through preconstruction primer (specialty coating) means a coating that provides corrosion protection for steel during inventory, is typically applied at less than one mil dry film thickness, does not require removal prior to welding, is temperature resistant (burn back from a weld is less than 1.25 centimeters (0.5 inches)), and does not normally require removal before applying film-building coatings, including inorganic zinc high-build coatings.
APPENDIX C

(Figure 1.)

Maximum allowable thinning rates as a function of as-supplied VOC content and thinner density.$^a$,$^b$

$^a$These graphs represent maximum allowable thinning ratios for general use coatings without water or exempt compounds.

$^b$The average density of the volatiles in the coating was assumed = 840 g solvent/L solvent.
Appendix D

VOC Data Sheet: Properties of the Coating "As Supplied" by the Manufacturer

Coating Identification: _________________________

Batch Identification: _________________________

Supplied To: _________________________

Properties of the coating as supplied to the customer:

A. Coating Density: (D)____________ g/L

B. Total Volatiles: (m.s)__________ Mass Percent

C. Water Content: 1. (m,s)__________ Mass Percent

D. Organic Volatiles: (m,s)__________ Mass Percent

E. Nonvolatiles: (v,s)__________ Volume Percent

F. VOC Content (VOC)s: 1. g/L solids (nonvolatiles)

G. Thinner Density: D____________ g/L

Remarks: (use reverse side)

Remarks: (use reverse side)

Address: Notice of availability.

SUMMARY: This notice announces the availability of a final report titled, Air Quality Criteria for Ozone and Related Photochemical Oxidants, Volumes I, II, and III (EPA/600/093/004A-f, b, and cF), prepared by the U.S. Environmental Protection Agency's (EPA) Office of Research and Development (ORD). This document evaluates the latest scientific information pertaining to health and environmental effects associated with ozone and related photochemical oxidants.

DATES: On June 12, 1996, ORD transmitted the final document to the EPA Office of Air and Radiation. ORD thereby completed a criteria document preparation, comment, revision and approval cycle beginning with the call for information on August 27, 1992 (57 FR 38832).

ADDRESSES: Interested parties can obtain a single bound copy of the final Air Quality Criteria Document for Ozone and Related Photochemical Oxidants by contacting the ORD Publications Office, Technology Transfer and Support Division, National Risk Management Research Laboratory, U.S. Environmental Protection Agency, 26 W. Martin Luther King Drive, Cincinnati, OH 45268; telephone: (513) 569-7562; facsimile: (513) 569-7566. Please provide your name and mailing address, and request the three-volume document by the title and EPA document number (EPA/600/P-93/004A-cF). A limited number of paper copies will be available from the above source. After the supply is exhausted, copies of the Ozone document can be purchased from the National Technical Information Service (NTIS) by calling (703) 487-4650 or sending a facsimile to (703) 321-8547. The NTIS order number for the Air Quality Criteria for Ozone and Related Photochemical Oxidants are: Vol. I of III (PB96-185582), Vol. II of III (PB96-185590), Vol. III of III (PB96-185608), and for the three-volume set (PB96-185574).

The Executive Summary of the Air Quality Criteria Document for Ozone will be available via the Internet on the ORD Home Page (http://www.epa.gov/ORD). Interested parties also can access the Executive Summary of the Ozone Air Quality Criteria Document electronically on the Agency's Office of Air Quality Planning and Standards (OAQPS) Technology Transfer Network (TTN) Bulletin Board System (BBS). The telephone number for the TTN BBS is (919) 541-5742. To access the bulletin board, a modem and communications software are necessary. The following parameters on the communications software are required: Data Bits—8; Parity—N; and Stop Bits—1. The Executive Summary will be located on the Clean Air Act Amendments BBS, under Title I, Policy/Guidance Documents. If assistance is needed in accessing the system, call the help desk at (919) 541-5384 in Research Triangle Park, NC. A copy of the complete report is also available for public inspection at the EPA Air Docket and at the EPA Library, both at EPA Headquarters, Waterside Mall, 401 M Street, SW, Washington, D.C. EPA Air Docket hours, in Room M1500 of Waterside Mall, are 8:00 a.m. to 5:30 p.m., Monday through Friday, excluding Federal holidays. EPA Library hours are from 10:00 a.m. until 2:00 p.m., Monday through Friday, excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: James Raub, National Center for Environmental Assessment (MD-52), U.S. Environmental Protection Agency, Research Triangle Park, NC 27711; telephone: (919) 541-4157; facsimile: (919) 541-1818; e-mail: raub.james@epamail.epa.gov.

SUPPLEMENTARY INFORMATION: Sections 108 and 109 of the Clean Air Act (CAA) govern the establishment, review, and revision of National Ambient Air Quality Standards (NAAQS). Section 108 directs the Administrator of the U.S. Environmental Protection Agency (EPA) to list pollutants that may reasonably be anticipated to endanger public health or welfare and to issue air quality criteria for them. The air quality criteria are to reflect the latest scientific information useful in indicating the kind and extent of all effects on public health and welfare that may be expected from the presence of the pollutant in ambient air. In keeping with these CAA mandates, this document evaluates the latest scientific information useful in deriving criteria to form scientific bases for decisions regarding possible revision of current Ozone NAAQS.

Dated: August 7, 1996.

Joseph K. Alexander,
Acting Assistant Administrator for Research and Development.

BILLING CODE 6560-50-P

FEDERAL EMERGENCY MANAGEMENT AGENCY

Agency Information Collection Activities: Submission for OMB Review; Comment Request

SUMMARY: The Federal Emergency Management Agency has submitted the following proposed information collection to the Office of Management and Budget for review and clearance in accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(a)(1)).

Title: Community Rating System (CRS) Program—Application Worksheets and Commentary and NFIP Repetitive Loss Correction Worksheet.

FEMA Form: 81–83, NFIP Repetitive Loss Correction Worksheet.