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[FR Doc. 97-8817 Filed 4-7-97; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 300**

[FRL-5806-4]

National Oil and Hazardous Substances Pollution Contingency Plan; National Priorities List Update

AGENCY: Environmental Protection Agency.

ACTION: Notice of deletion of the Triangle Chemical Company Superfund Site from the National Priorities List.

SUMMARY: The Environmental Protection Agency (EPA) announces the deletion of the Triangle Chemical Company Site (Site) in Bridge City, Texas, from the National Priorities List (NPL). The NPL is Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which EPA promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended (CERCLA). EPA and the State of Texas have determined that all appropriate Fund-financed responses under CERCLA have been implemented and that no further cleanup by responsible parties is appropriate. Moreover, EPA and the State of Texas have determined that remedial actions conducted at the Site to date have been protective of public health, welfare, and the environment.

EFFECTIVE DATE: May 8, 1997.

FOR FURTHER INFORMATION CONTACT: Ernest R. Franke, Remedial Project Manager, U.S. EPA, Region 6, 1445 Ross Avenue, Dallas, Texas 75202-2733, (214) 665-8521.

SUPPLEMENTARY INFORMATION: The site to be deleted from the NPL is the Triangle Chemical Company Site, Bridge City, Texas. A Notice of Intent to Delete for this site was published in the **Federal Register** on October 31, 1996 (61 FR 56197). The closing date for public comment was December 2, 1996. EPA received no comments during the comment period.

EPA identifies sites which appear to present a significant risk to public health, welfare, or the environment and maintains the NPL as a list of the most serious of those sites. Sites on the NPL may be the subject of remedial response actions financed using the Hazardous Substance Response Trust Fund (Fund).

Any site deleted from the NPL remains eligible for Fund-financed remedial actions in the unlikely event that conditions at the site warrant such action. Section 300.425(e)(3) of the NCP provides that in the event of a significant release from a site deleted from the NPL the site shall be restored to the NPL without application of the Hazard Ranking System. Deletion of a site from the NPL does not affect responsible party liability or impede agency efforts to recover costs associated with response actions.

List of Subjects in 40 CFR Part 300

Environmental protection, Hazardous waste.

Dated: February 21, 1997.

Myron O. Knudson,

Acting Regional Administrator, U.S. Environmental Protection Agency, Region 6.

For the reasons set out in the preamble, 40 CFR part 300 is amended as follows:

PART 300—[AMENDED]

1. The authority citation for part 300 continues to read as follows:

Authority: 33 U.S.C. 1321(c)(2); 42 U.S.C. 9601-9657; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp., 351; E.O. 12580; 52 FR 2923, 3 CFR, 1987 Comp., p. 193.

Appendix B—[Amended]

2. Table 1 of Appendix B to part 300 is amended by removing "Triangle Chemical Co.," the site for Bridge City, Texas.

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DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****49 CFR Parts 387, 390, and 395**

RIN 2125-AE07

Minimum Levels of Financial Responsibility for Motor Carriers; Hours of Service of Drivers; Technical Amendments

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final rule; technical amendments.

SUMMARY: This document amends the financial responsibility regulations to more broadly define the term *State*, and removes an unnecessary definition for the term *farm-to-market agricultural transportation* from the Federal Motor Carrier Safety Regulations (FMCSRs). This document also revises the hours of

service of drivers regulations to clarify the requirement that a commercial motor vehicle (CMV) driver show either: the number assigned by the motor carrier, or the license number and licensing State of each CMV operated during a 24-hour period on his or her record of duty status.

DATES: Effective on April 8, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Peter C. Chandler, Office of Motor Carrier Research and Standards, (202) 366-5763, or Mr. Charles E. Medalen, Office of the Chief Counsel, (202) 366-1354, Federal Highway Administration, Department of Transportation, 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 Federal holidays.

SUPPLEMENTARY INFORMATION:**Background**

The FHWA has identified technical amendments that are needed to add a broader definition for the term *State* to the financial responsibility regulations at § 387.5, and to remove an unnecessary definition for the term *farm-to-market agricultural transportation* from the FMCSRs at § 390.5. This document also clarifies the requirement that a CMV driver show either: (1) The number assigned by the motor carrier, or (2) the license and licensing State of each CMV operated during a 24-hour period on his or her record of duty status. The amendments are discussed below.

Definitions (section 387.5)

The financial responsibility regulations for motor carriers of property in subpart A of part 387, 49 CFR, implement section 30 of the Motor Carrier Act of 1980 (1980 Act) (Pub. L. 96-296, 94 Stat. 793, 820, codified at 49 U.S.C. 31139). Section 387.5 of 49 CFR does not include a definition for the term *State*. Unless specifically defined in subchapter B, chapter III, 49 CFR, the definitions set forth in § 390.5 are applicable to all parts (including subpart A of part 387) in subchapter B.

Section 390.5 defines the term *State* as "a State of the United States and the District of Columbia and includes any political subdivision of a State." The term *State* is defined at 49 U.S.C. 31139(a)(3), however, as "a State of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, American Samoa, Guam, and the Northern Marianas." Thus, the regulatory definition for the term *State* at § 390.5 in the context of minimal levels of financial responsibility for motor carriers of property, is narrower