

## COUNTRY RATE GROUPS—Continued

Country	Rate Groups		
	IPA	ISAL	Publishers' periodicals
Somalia .....	8		5
South Africa .....	8	8	5
Spain (Includes Canary Islands) .....	3	3	3
Sri Lanka .....	8	8	5
Sudan .....	8	8	5
Suriname .....	6	6	5
Swaziland .....	8		5
Sweden .....	3	3	3
Switzerland .....	3	3	3
Syria .....	8	8	5
Taiwan .....	7	7	5
Tajikistan .....	8		5
Tanzania .....	8	8	5
Thailand .....	7	7	5
Togo .....	8	8	5
Tonga .....	7		5
Trinidad and Tobago .....	6	6	5
Tristan da Cunha .....	8		5
Tunisia .....	8	8	5
Turkey .....	5	5	5
Turkmenistan .....	5		5
Turks and Caicos Islands .....	6		5
Tuvalu .....	7		5
Uganda .....	8	8	5
Ukraine .....	8		5
United Arab Emirates .....	8	8	5
Uruguay .....	6	6	5
Uzbekistan .....	8		5
Vanuatu .....	7		5
Vatican City .....	3		3
Venezuela .....	6	6	5
Vietnam .....	7		5
Wallis and Futuna Islands .....	7		5
Western Samoa .....	7		5
Yemen .....	8	8	5
Zambia .....	8	8	5
Zimbabwe .....	8	8	5

**Stanley F. Mires,**

*Chief Counsel, Legislative.*

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 300

[FRL-7117-9]

### National Oil and Hazardous Substance Pollution Contingency Plan; National Priorities List Update

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice of deletion of the McAdoo Associates Superfund Site from the National Priorities List.

**SUMMARY:** The Environmental Protection Agency (EPA) Region III announces the deletion of the McAdoo Associates Superfund Site (Site), located in

McAdoo Borough, Schuylkill County, Commonwealth of Pennsylvania, from the National Priorities List (NPL).

The NPL, promulgated pursuant to section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended (CERCLA), 33 U.S.C. 9605, is appendix B of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), 40 CFR part 300. EPA and the Commonwealth of Pennsylvania, through the Pennsylvania Department of Environmental Protection, have determined that the site no longer poses a significant threat to public health or the environment and that all appropriate response actions under CERCLA have been completed. Monitoring of on-site wells, and five-year reviews to ensure that the site remains protective of public health and the environment will continue to be conducted.

**EFFECTIVE DATE:** December 13, 2001.

**ADDRESSES:** Comprehensive information on this site is available for viewing at the Site Information Repositories at the following locations: U.S. EPA, Region III, Regional Center for Environmental Information, 1650 Arch Street, Philadelphia, Pennsylvania 19103, (215) 814-5254 or (800) 553-2509, Monday through Friday 8 a.m. to 4:30 p.m.; McAdoo-Kelayers Library, 15 Kelayers Road, McAdoo, Pennsylvania 18237, (570) 929-1120;

**FOR FURTHER INFORMATION CONTACT:** Eugene Dennis (3HS21), Remedial Project Manager, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, PA 19103-2029; (215) 814-3202 or 1-800-553-2509; e-mail address: [dennis.eugene@epa.gov](mailto:dennis.eugene@epa.gov).

**SUPPLEMENTARY INFORMATION:** The site to be deleted from the NPL is: McAdoo Associates Site, McAdoo Borough, Schuylkill County, Commonwealth of Pennsylvania.

A Notice of Intent to Delete for this site was published in the **Federal Register** on October 3, 2001, 66 FR 48018. The closing date for comments on the Notice of Intent to Delete was November 2, 2001. EPA received no comments during the comment period.

EPA identifies sites that appear to present a significant risk to public health, welfare, or the environment and it maintains the NPL as the list of those sites. 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 states that Fund-financed actions may be taken at sites deleted from the NPL. Deletion of a site from the NPL does not affect responsible party liability or impede agency efforts to recover costs associated with response efforts.

#### List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous waste, Hazardous substances, Intergovernmental relations, Penalties, Reporting and recordkeeping requirements, Superfund, Water pollution control, Water supply.

Dated: November 21, 2001.

**Abraham Ferdes,**

*Acting Regional Administrator, Region III.*

For the reasons set out in this document, 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., p.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 under Pennsylvania (“PA”) by removing the entry for “McAdoo Associates, McAdoo Borough”.

[FR Doc. 01–30819 Filed 12–12–01; 8:45 am]

**BILLING CODE 6560–50–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Part 571

[Docket No. NHTSA–98–4662]

RIN 2127–AC19

#### Federal Motor Vehicle Safety Standards; School Bus Body Joint Strength

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Final rule; response to petitions for reconsideration.

**SUMMARY:** On November 5, 1998, NHTSA published a final rule that amended Federal Motor Vehicle Safety Standard No. 221, *School Bus Body Joint Strength*, with an effective date of May 5, 2000 for those amendments. The amendments extended the applicability of that standard to small school buses, narrowed the exclusion of maintenance access panels from the joint strength requirements, and made other changes to the standard. We delayed the effective date on two occasions, so that we would have time to analyze petitions for reconsideration. First, in a final rule published on March 6, 2000, we delayed the effective date to May 5, 2001, and corrected a typographical error. Second, in a final rule published on April 20, 2001, we delayed the effective date to June 1, 2002. We have now completed our analysis of the petitions, and are taking the following actions: making it clearer that the standard applies to small, curved and complex joints; excluding joints that are forward of the passenger component; and making various other changes to the standard. For purposes of clarity, we are withdrawing the earlier amendments, and are republishing them today as modified by the changes we decided to make in response to the petitions for reconsideration. The amendments will become effective on January 1, 2003.

**DATES:** The final rule published on November 5, 1998 (63 FR 59732) and amended and delayed March 6, 2000 (65 FR 11751), and delayed again on April 20, 2001 until June 1, 2002 (66 FR 20199) is withdrawn as of January 14, 2002. The amendments in this final rule are effective January 1, 2003. Any petitions for reconsideration of this final rule must be received by NHTSA not later than January 28, 2002.

**ADDRESSES:** Petitions for reconsideration should refer to the docket number for this action and be submitted to:

Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Copies of the Final Regulatory Evaluation for this rule can be obtained from: Docket Management, Room PL–401, 400 Seventh Street, SW., Washington, DC, 20590, telephone: (202) 366–9324. Docket hours are 10 a.m. to 5 p.m., Monday through Friday. The Docket is closed on Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** For non-legal issues, you may call Mr. Charles R. Hott, Office of Crashworthiness Standards at (202) 366–0247. His fax number is (202) 493–2739.

For legal issues, you may call Ms. Dorothy Nakama, Office of the Chief Counsel at (202) 366–2992. Her fax number is (202) 366–3820.

You may send mail to both of these officials at National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

- I. Background
- II. Final Rule of November 1998
  - A. Applicability to Small School Buses
  - B. Maintenance Access Panels
    1. Definition
    2. Criteria to be Excluded
    3. MAP Floor Panels
  - C. Engine Access Panels, Ventilation Panels, and Perforated Panels
    1. Engine Panels
    2. Ventilation Panels
    3. Perforated Panels
  - D. Test Procedures
    1. Small and Curved Joints
    2. Complex Joints
    3. “Hour-Glass” Shape of Specimens
    4. Discontinuing Deduction of Total Area of Material Removed for Installation of Fasteners
  - E. Relative v. Minimum Body Joint Strength Requirements
- III. Petitions for Reconsideration and Changes to Final Rule
  - A. Exclusion of Small, Curved, and Complex Joints
  - B. School Bus Joints Forward of the Passenger Compartment
  - C. Removing Cross-Sectional Area of Material in Tensile Strength Calculation
  - D. Degrees of Tolerance in the Testing Machine Grip Adjustment
  - E. Additional School Bus Issues Raised by Blue Bird Body Company
  - F. Effective Date of January 1, 2003
- IV. Rulemaking Analyses and Notices
  - A. EO 12866; DOT Regulatory Policies and Procedures
  - B. Regulatory Flexibility Act
  - C. Paperwork Reduction Act
  - D. National Environmental Policy Act
  - E. Executive Order 13132 (Federalism)
  - F. Executive Order 12778 (Civil Justice Reform)
  - G. Unfunded Mandates Reform Act of 1995
  - H. Executive Order 13045 (Economically Significant Rules Affecting Children)