

official docket, information claimed as CBI, or whose disclosure is otherwise restricted by statute, is not included in the official public docket, and will not be available for public viewing in EDOCKET. For further information about the electronic docket, see EPA's **Federal Register** notice describing the electronic docket at 67 *FR* 38102 (May 31, 2002), or go to <http://www.epa.gov/edocket>.

**Affected entities:** Entities potentially affected by this action are those who (1) manufacture or import gasoline or diesel fuel for use in motor vehicles, or (2) manufacture or import an additive for gasoline or diesel fuel for use in motor vehicles.

**Title:** Registration of Fuels and Fuel Additives: Requirements for Manufacturers (40 CFR part 79)

**Abstract:** In accordance with the regulations at 40 CFR part 79, subparts A, B, C, and D, Registration of Fuels and Fuel Additives, manufacturers (including importers) of gasoline or diesel fuel for use in motor vehicles, and manufacturers (including importers) of additives for such gasoline or diesel fuel, are required to have these products registered by the EPA prior to their introduction into commerce. Registration involves providing a chemical description of the fuel or additive, certain technical and marketing information, and any health-effects information in possession of the manufacturer. The development of health-effects data, as required by 40 CFR part 79, subpart F, is covered by a separate information collection. Manufacturers are also required to submit periodic reports (annually for additives, quarterly and annually for fuels) on production volume and related information. The information is used to identify products whose evaporative or combustion emissions may pose an unreasonable risk to public health, thus meriting further investigation and potential regulation. The information is also used to ensure that gasoline additives comply with EPA requirements for protecting catalytic converters and other automotive emission controls. The data have been used to construct a comprehensive data base on fuel and additive composition. The Mine Safety and Health Administration of the Department of Labor restricts the use of diesel additives in underground coal mines to those registered by EPA. Most of the information is confidential. An agency may not conduct or sponsor, and a person is not 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 in 40 CFR are listed in 40 CFR part 9.

*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, including the validity of the methodology and assumptions used;

(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 electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

**Burden Statement:** There are approximately 160 fuel manufacturers, 660 additive manufacturers, 350 registered fuels, and 5,800 registered additives. For each additive that is not a reliable of a registered additive, about 4,000 additives, an annual report is required, at an estimated burden of one hour and cost of \$66 each. For each fuel, quarterly and annual reports are required, at an estimated burden of three hours and \$198 each. EPA estimates that there will be 500 new additives registered each year, with a reporting burden of eight hours and \$528 each. EPA estimates that there will be 200 additive update letters each year, with a burden of one hour and \$66 each. EPA estimates that there will be 70 new gasolines and diesel fuels registered each year, with a burden of eight hours and \$528 each. EPA estimates that there will be 500 fuel update letters each year, with a burden of one hour and \$66 each. There are no capital and start-up costs. There are no operation and maintenance costs beyond copying and postage. The total annual estimated burden for industry is 14,810 hours and \$1 million. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and

requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

Dated: July 31, 2003.

**Deborah K. Wood,**

*Acting Director, Transportation and Regional Programs Division.*

[FR Doc. 03-20164 Filed 8-6-03; 8:45 am]

**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[FRL-7541-3]

### Adequacy Status of the Louisville, Kentucky Submitted 1-Hour Ozone Maintenance Plan for Transportation Conformity Purposes

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of adequacy.

**SUMMARY:** In this notice, EPA is notifying the public that EPA has found that the motor vehicle emission budgets (MVEB) in the Louisville 1-Hour Ozone Maintenance Plan, submitted June 27, 2003, by the Kentucky Department of Air Quality (KDAQ) and the Jefferson County Air Pollution Control District (JCAPCD), are adequate for transportation conformity purposes. On March 2, 1999, the DC Circuit Court ruled that submitted State Implementation Plans (SIPs) cannot be used for transportation conformity determinations until EPA has affirmatively found them adequate. As a result of this finding, Louisville can use the MVEB from the Louisville 1-Hour Ozone Maintenance Plan for future conformity determinations.

**DATES:** This finding is effective August 22, 2003.

**FOR FURTHER INFORMATION CONTACT:** The finding and the response to comments are available at EPA's conformity Web site: <http://www.epa.gov/otaq/transp.htm> (once there, click on the "Transportation Conformity" text icon, then look for "Adequacy Revision of State Implementation Plan (SIP) Submissions for Conformity").

Lynorae Benjamin, Environmental Engineer; U.S. Environmental Protection Agency, Region 4; Air Planning Branch; Air Quality Modeling and Transportation Section; Branch; 61 Forsyth Street, SW; Atlanta, Georgia 30303. E-mail: [benjamin.lynorae@epa.gov](mailto:benjamin.lynorae@epa.gov). Phone number: (404) 562-9040.

**SUPPLEMENTARY INFORMATION:**

## Background

Today's notice is simply an announcement of a finding that EPA has already made. EPA Region 4 sent a letter to KDAQ and JCAPD on July 23, 2003, stating that the MVEB in the Louisville 1-hour Ozone Maintenance Plan Revision submitted on June 27, 2003, are adequate. This finding has also been announced on EPA's conformity Web site: <http://www.epa.gov/otaq/transp.htm>, (once there, click on the "Transportation Conformity" text icon, then look for "Adequacy Review of State Implementation Plan (SIP) Submissions for Conformity").

Transportation conformity is required by section 176(c) of the Clean Air Act, as amended in 1990. EPA's conformity rule requires that transportation plans, programs and projects conform to state air quality implementation plans and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which EPA determines whether a SIP's MVEB are adequate for transportation conformity purposes are outlined in 40 Code of Federal Regulations 93.118(e)(4). Please note that an adequacy review is separate from EPA's completeness review, and it also should not be used to prejudge EPA's ultimate approval of the SIP. Even if EPA finds a budget adequate, the Agency may later determine that the SIP itself is not approvable.

EPA has described the process for determining the adequacy of submitted SIP budgets in guidance (May 14, 1999 memorandum entitled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision"). EPA has followed this guidance in making this adequacy determination.

**Authority:** 42 U.S.C. 7401-7671 q.

Dated: July 31, 2003.

### A. Stanley Meiburg,

*Acting Regional Administrator, Region 4.*  
[FR Doc. 03-20152 Filed 8-6-03; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

[IN 121-4; FRL-7541-2]

### Adequacy Status of the Louisville, Kentucky/Indiana 1-Hour Ozone Maintenance Plan for Transportation Conformity

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of adequacy.

**SUMMARY:** In this notice, EPA is notifying the public that EPA has found that the motor vehicle emission budgets (MVEB) in the Louisville area 1-Hour Ozone Maintenance Plan (which includes Clark and Floyd Counties Indiana), submitted June 26, 2003, by the Indiana Department of Environmental Management (IDEM), are adequate for transportation conformity purposes. On March 2, 1999, the D.C. Circuit Court ruled that submitted State Implementation Plans (SIPs) cannot be used for transportation conformity determinations until EPA has affirmatively found them adequate. As a result of this finding, the Louisville area can use the MVEB from the Louisville area 1-Hour Ozone Maintenance Plan for future conformity determinations.

**DATES:** These MVEB are effective August 22, 2003.

#### FOR FURTHER INFORMATION CONTACT:

Patricia Morris, Environmental Scientist, U.S. Environmental Protection Agency, Region 5; Air Programs Branch; Regulation Development Section; 77 West Jackson Blvd.; Chicago, Illinois 60604. E-mail: [morris.patricia@epa.gov](mailto:morris.patricia@epa.gov). Phone number: (312) 353-8656. The finding is available at EPA's conformity Web site: <http://www.epa.gov/otaq/transp.htm> (once there, click on the "Transportation Conformity" text icon, then look for "Adequacy Revision of State Implementation Plan (SIP) Submissions for Conformity").

#### SUPPLEMENTARY INFORMATION:

### Background

Today's notice is simply an announcement of a finding that EPA has already made. EPA Region 5 sent a letter to IDEM on July 9, 2003, stating that the MVEB in the Louisville 1-hour Ozone Maintenance Plan Revision submitted in final on June 26, 2003, are adequate. IDEM submitted the MVEB for parallel processing on May 13, 2003, and EPA posted the submittal to the adequacy Web site on May 15, 2003, for public comment. The adequacy public comment period closed on June 16, 2003, and no comments were submitted. This finding has also been announced

on EPA's conformity Web site: <http://www.epa.gov/otaq/transp.htm>, (once there, click on the "Transportation Conformity" text icon, then look for "Adequacy Review of State Implementation Plan (SIP) Submissions for Conformity").

Transportation conformity is required by section 176(c) of the Clean Air Act, as amended in 1990. EPA's conformity rule requires that transportation plans, programs and projects conform to state air quality implementation plans and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which EPA determines whether a SIP's MVEB are adequate for transportation conformity purposes are outlined in 40 Code of Federal Regulations 93.118(e)(4). Please note that an adequacy review is separate from EPA's completeness review, and it also should not be used to prejudge EPA's ultimate approval of the SIP. Even if EPA finds a budget adequate, the SIP could later be disapproved.

EPA has described the process for determining the adequacy of submitted SIP budgets in guidance (May 14, 1999 memorandum entitled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision"). EPA has followed this guidance in making this adequacy determination.

**Authority:** 42 U.S.C. 7401-7671 q.

Dated: July 23, 2003.

### William E. Munro,

*Acting Regional Administrator, Region 5.*  
[FR Doc. 03-20153 Filed 8-6-03; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

[FRL-7541-1]

### Science Advisory Board Staff Office; Clean Air Scientific Advisory Committee (CASAC); Notification of Advisory Committee Meeting of the CASAC Particulate Matter Review Panel

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** The Environmental Protection Agency Science Advisory Board (SAB) Staff Office, announces a public meeting of the Clean Air Scientific Advisory Committee's (CASAC) Particulate Matter