

| Air quality control region | Pollutant | | | | |
|-----------------------------------|--------------------|---------------|------------------|-----------------|-------|
| | Particulate matter | Sulfur oxides | Nitrogen dioxide | Carbon monoxide | Ozone |
| Champlain Valley Interstate | II | III | III | III | III |
| Vermont Intrastate | II | III | III | III | III |

§ 52.2373 [Removed and Reserved]

■ 4. Section 52.2373 is removed and reserved.

§ 52.2374 [Amended]

■ 5. Section 52.2374 is amended by removing and reserving paragraph (a).

■ 6. Section 52.2376 is added to read as follows:

§ 52.2376 Identification of plan-conditional approvals.

(a) *Conditional approvals.* (1) 1997 fine particulate (PM_{2.5}) National Ambient Air Quality Standards (NAAQS): The 110(a)(2) infrastructure SIP submitted on February 18, 2009, is conditionally approved for Clean Air Act sections 110(a)(2)(C), (D)(i)(II), and (J) only as it relates to the aspect of the PSD program pertaining to adding NO_x and VOC as precursor pollutants to ozone in defining a “significant” increase in actual emissions from a source of air contaminants, and defining a method for determining the amount of PSD increments available to a new or modified major source. On November 21, 2016, the State of Vermont supplemented this submittal with a commitment to address these requirements for PSD.

(2) 1997 Ozone (NAAQS): The 110(a)(2) infrastructure SIP submitted on February 18, 2009, is conditionally approved for Clean Air Act sections 110(a)(2)(C), (D)(i)(II), and (J) only as it relates to the aspect of the PSD program pertaining to adding NO_x and VOC as precursor pollutants to ozone in defining a “significant” increase in actual emissions from a source of air contaminants, and defining a method for determining the amount of PSD increments available to a new or modified major source. On November 21, 2016, the State of Vermont supplemented this submittal with a commitment to address these requirements for PSD.

(3) 2006 PM_{2.5} NAAQS: The 110(a)(2) infrastructure SIP submitted on May 21, 2010, is conditionally approved for Clean Air Act sections 110(a)(2)(C), (D)(i)(II), and (J) only as it relates to the aspect of the PSD program pertaining to adding NO_x and VOC as precursor pollutants to ozone in defining a “significant” increase in actual emissions from a source of air

contaminants, and defining a method for determining the amount of PSD increments available to a new or modified major source. On November 21, 2016, the State of Vermont supplemented this submittal with a commitment to address these requirements for PSD.

(4) 2008 Lead NAAQS: The 110(a)(2) infrastructure SIP submitted on July 29, 2014, is conditionally approved for Clean Air Act sections 110(a)(2)(C), (D)(i)(II), and (J) only as it relates to the aspect of the PSD program pertaining to adding NO_x and VOC as precursor pollutants to ozone in defining a “significant” increase in actual emissions from a source of air contaminants, and defining a method for determining the amount of PSD increments available to a new or modified major source. On November 21, 2016, the State of Vermont supplemented this submittal with a commitment to address these requirements for PSD.

(5) 2008 Ozone NAAQS: The 110(a)(2) infrastructure SIP submitted on November 2, 2015, is conditionally approved for Clean Air Act sections 110(a)(2)(C), (D)(i)(II), and (J) only as it relates to the aspect of the PSD program pertaining to adding NO_x and VOC as precursor pollutants to ozone in defining a “significant” increase in actual emissions from a source of air contaminants, and defining a method for determining the amount of PSD increments available to a new or modified major source. On November 21, 2016, the State of Vermont supplemented this submittal with a commitment to address these requirements for PSD.

(6) 2010 Nitrogen Dioxide NAAQS: The 110(a)(2) infrastructure SIP submitted on November 2, 2015, is conditionally approved for Clean Air Act sections 110(a)(2)(C), (D)(i)(II), and (J) only as it relates to the aspect of the PSD program pertaining to adding NO_x and VOC as precursor pollutants to ozone in defining a “significant” increase in actual emissions from a source of air contaminants, and defining a method for determining the amount of PSD increments available to a new or modified major source. On November 21, 2016, the State of Vermont supplemented this submittal with a

commitment to address these requirements for PSD.

(7) 2010 Sulfur Dioxide NAAQS: The 110(a)(2) infrastructure SIP submitted on November 2, 2015, is conditionally approved for Clean Air Act sections 110(a)(2)(C), (D)(i)(II), and (J) only as it relates to the aspect of the PSD program pertaining to adding NO_x and VOC as precursor pollutants to ozone in defining a “significant” increase in actual emissions from a source of air contaminants, and defining a method for determining the amount of PSD increments available to a new or modified major source. On November 21, 2016, the State of Vermont supplemented this submittal with a commitment to address these requirements for PSD.

(b) [Reserved]

§ 52.2382 [Amended]

■ 7. In § 52.2382:

■ a. Remove paragraphs (a)(1), (2), (4), and (5).

■ b. Redesignate paragraph (a)(3) as paragraph (a)(1).

■ c. Add reserved paragraph (a)(2).

[FR Doc. 2017–13055 Filed 6–26–17; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 578**

[Docket No. NHTSA–2016–0136]

RIN 2127–AL82

Civil Penalties

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

ACTION: Final rule; delay of effective date.

SUMMARY: Pursuant to notices published on January 30, 2017 and March 28, 2017, the effective date of the rule entitled “Civil Penalties,” published in the **Federal Register** on December 28, 2016, at 81 FR 95489, was temporarily delayed until June 26, 2017 (82 FR 8694; 82 FR 15302). This action temporarily delays the effective date of that rule for 14 additional days.

DATES: As of June 23, 2017, the effective date of the rule amending 49 CFR part 578 published at 81 FR 95489, December 28, 2016, delayed at 82 FR 8694, January 30, 2017, further delayed at 82 FR 15302, March 28, 2017, is further delayed until July 10, 2017.

FOR FURTHER INFORMATION CONTACT: Michael Kuppersmith, Office of Chief Counsel, (202) 366–5263.

SUPPLEMENTARY INFORMATION: Pursuant to notices published on January 30, 2017 and March 28, 2017, the effective date of the rule entitled “Civil Penalties,” published in the **Federal Register** on December 28, 2016, at 81 FR 95489, was temporarily delayed until June 26, 2017 (82 FR 8694; 82 FR 15302). The present action temporarily delays the effective date of that rule for 14 additional days. That rule responded to a petition for reconsideration from the Alliance of Automobile Manufacturers and the Association of Global Automakers by delaying, until model year 2019, the implementation of inflationary adjustments to the Corporate Average Fuel Economy (CAFE) civil penalty rate made pursuant to the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015. The additional 14-day delay in effective date is necessary to temporarily preserve the status quo while Department officials continue to review and consider the final rule and related laws. To the extent that 5 U.S.C. 553 is applicable, this action is exempt from notice and comment because it constitutes a rule of procedure under 5 U.S.C. 553(b)(3)(A).

Authority: Pub. L. 101–410, Pub. L. 104–134, Pub. L. 109–59, Pub. L. 114–74, Pub. L. 114–94, 49 U.S.C. 32902 and 32912; delegation of authority at 49 CFR 1.81, 1.95.

Jack Danielson,

Acting Deputy Administrator.

[FR Doc. 2017–13315 Filed 6–23–17; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 217

RIN 0648–BG50

Taking and Importing Marine Mammals; Taking Marine Mammals Incidental to Commercial Fireworks Displays at Monterey Bay National Marine Sanctuary; Correction

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and

Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule; correction.

SUMMARY: This document contains corrections to the **DATES** section and the preamble to the final regulations published on June 15, 2017, that establish a framework for authorizing the take of marine mammals incidental to the commercial fireworks displays in the Monterey Bay National Marine Sanctuary for a five-year period, 2017–2022. This action is necessary to correct an error in the effective dates of the final regulations.

DATES: Effective from June 29, 2017, through June 28, 2022.

FOR FURTHER INFORMATION CONTACT: Laura McCue, Office of Protected Resources, NMFS, (301) 427–8401.

SUPPLEMENTARY INFORMATION:

Background

NMFS published a final rule on June 15, 2017 (82 FR 27434) to establish a framework for authorizing the take of marine mammals incidental to the commercial fireworks displays at the Monterey Bay National Marine Sanctuary (Sanctuary) for a five-year period, 2017–2022. NMFS refers the reader to the June 15, 2017, **Federal Register** notice (82 FR 27434) for background information concerning the final regulations. The information in the notice of final rulemaking is not repeated here.

Need for Correction

As published, the **DATES** section, the preamble to the final regulations, and the regulatory text incorrectly specified the dates of validity for the regulations. We hereby correct those errors; the only changes are to the dates of validity for the regulations.

1. On page 27434, in the third column, the **DATES** section is corrected to read as follows:

DATES: Effective from June 29, 2017, through June 28, 2022.

2. On page 27434, in the third column, under the heading, “Purpose and Need for this Regulatory Action,” the last sentence is corrected to read as follows:

“The regulations implemented by this final rule are valid from June 29, 2017, through June 28, 2022.”

3. On page 27435, in the third column, under the heading, “Summary of Request,” the last sentence is corrected to read as follows:

“The instant regulations are valid for five years from June 29, 2017, through June 28, 2022.”

4. On page 27436, in the first column, under the heading, “Dates and

Duration,” the first sentence is corrected to read as follows:

“The specified activity may occur from July 1 through February 28, annually, for the effective period of the regulations (June 29, 2017 through June 28, 2022).”

5. On page 27442, in the first column, the next to the last sentence is corrected and the last sentence is removed. The corrected sentence reads as follows:

“Finally, the MBNMS has informed NMFS that it does not require 30 days to prepare for implementation of the regulations and requests that this final rule take effect on or before June 29, 2017.”

■ 6. On page 27442, in the second column, § 217.12 is corrected to read as follows:

§ 217.12 [Corrected]

Regulations in this subpart are effective from June 29, 2017, through June 28, 2022.

Dated: June 20, 2017.

Samuel D. Rauch III,

Deputy Assistant Administrator for Regulatory Programs, National Marine Fisheries Service.

[FR Doc. 2017–13249 Filed 6–26–17; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 635

[Docket No. 120627194–3657–02]

RIN 0648–XF416

Atlantic Highly Migratory Species; North Atlantic Swordfish Fishery

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Temporary rule; Swordfish General Commercial permit retention limit inseason adjustment for the Northwest Atlantic, Gulf of Mexico, and U.S. Caribbean regions.

SUMMARY: NMFS is adjusting the Swordfish (SWO) General Commercial permit retention limits for the Northwest Atlantic, Gulf of Mexico, and U.S. Caribbean regions for July through December of the 2017 fishing year, unless otherwise later noticed. The SWO General Commercial permit retention limit in each of these regions is increased from the regulatory default limits (either two or three fish) to six swordfish per vessel per trip. The SWO