

HAP emissions from halogenated solvent cleaners are the result of inadequate equipment design and work practices.

These standards rely on the proper design and operation of halogenated solvent cleaners such as working-mode covers, freeboard ratio of 1.0, and reduced room draft to reduce solvent emissions from halogenated solvent cleaners. Certain records and reports are necessary to enable EPA to identify sources subject to the standards and to ensure that the standards are being achieved. Owners/operators of halogenated solvent cleaners must provide EPA with an initial notification of existing or new solvent cleaning machines, initial statement of compliance, an annual control device monitoring report (owners/operators of batch vapor and in-line cleaning machines), an annual solvent emission report (owners/operators of batch vapor and in-line cleaning machines complying with the alternative standard), and exceedance of monitoring parameters or emissions. The records that the facilities maintain indicate to EPA whether they are operating and maintaining the halogenated solvent cleaners properly to control emissions. In order to ensure compliance with the standards promulgated to protect public health, adequate reporting and recordkeeping is necessary. In the absence of such information enforcement personnel would be unable to determine whether the standards are being met on a continuous basis, as required by the Clean Air Act.

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 are listed in 40 CFR part 9 and 48 CFR chapter 15. The **Federal Register** document required under 5 CFR 1320.8(d), soliciting comments on this collection of information was published on August 17, 2000 (65 FR 50196); no comments were received.

Burden Statement: The annual public reporting and record keeping burden for this collection of information is estimated to average 4 hours per response. 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.

Respondents/Affected Entities: Owners/Operators of solvent cleaning machines.

Estimated Number of Respondents: 3,821.

Frequency of Response: Quarterly, Semi-annually, Annually.

Estimated Total Annual Hour Burden: 45,207 hours.

Estimated Total Annualized Capital, O&M Cost Burden: \$4,091.

Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the addresses listed about. Please refer to EPA ICR No. 1652.04 and OMB Control No. 2060-0273 in any correspondence.

Dated: April 24, 2001.

Oscar Morales,

Director, Collection Strategies Division.

[FR Doc. 01-11281 Filed 5-3-01; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-6974-4]

Agency Information Collection Activities: Submission for OMB Review; Comment Request, Transition Program for Equipment Manufacturers

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this document announces that the following Information Collection Request (ICR) has been forwarded to the Office of Management and Budget (OMB) for review and approval: Transition Program for Equipment Manufacturers, OMB Control Number 2060-0369, expiration date: April 30, 2001. The ICR describes the nature of the information collection and its expected burden and cost; where appropriate, it includes the actual data collection instrument.

DATES: Comments must be submitted on or before June 4, 2001.

ADDRESSES: Send comments, referencing EPA ICR No. 1826.02 and OMB Control No. 2060-0369 to the following addresses: Sandy Farmer, U.S. Environmental Protection Agency, Collection Strategies Division (Mail Code 2822), 1200 Pennsylvania Avenue, NW., Washington, DC 20460-0001; and to Office of Information and Regulatory Affairs, Office of Management and Budget (OMB), Attention: Desk Officer for EPA, 725 17th Street, NW., Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: For a copy of the ICR contact Sandy Farmer at EPA by phone at (202) 260-2740, by E-mail at farmer.sandy@epa.gov, or download off the Internet at <http://www.epa.gov/icr> and refer to EPA ICR No.1826.02. For technical questions about the ICR contact: Nydia Yanira Reyes-Morales, tel.: (202) 564-9264; fax: (202) 565-2057; or e-mail: reyes-morales.nydia@epa.gov.

SUPPLEMENTARY INFORMATION:

Title: Transition Program for Equipment Manufacturers, EPA ICR Number 1826.02, OMB Control Number 2060-0369, expiration date: April 30, 2001. This is a request for extension of a currently approved collection.

Abstract: In August 1998, EPA established emission standards (Tier I standards) for engines under 37 kW, and tightened existing standards (Tier II standards) for engines above 37 kW. These regulations are likely to cause some engine design changes. During the rulemaking process, some equipment manufacturers expressed concerns about delays in notification from engine manufacturers about engine design changes. These design changes can create problems in fitting the engine to the equipment. Consequently, equipment manufacturers would be unable to sell the volume of equipment they planned for, since they would need to redesign their equipment before any products could be sold. In an effort to provide original equipment manufacturers (OEMs) with some flexibility in complying with the regulations, EPA created the Transition Program for Equipment Manufacturers (TPEM). Under the program, OEMs are allowed to use a number of noncompliant engines (uncertified engines rated below 37 kW or Tier I engines rated at or above 37 kW) in their equipment for up to seven years after the effective date of the standards. Participation in the program is voluntary. Participating OEMs and engine manufacturers who provide the noncompliant engines to the OEMs are required to keep records and submit

reports of their activities under the program.

The information is collected for compliance purposes by the Engine Programs Group, Certification and Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation. Confidentiality of proprietary information is granted in accordance with the Freedom of Information Act, EPA regulations at 40 CFR part 2, and class determinations issued by EPA's Office of General Counsel.

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 are listed in 40 CFR part 9 and 48 CFR chapter 15. The **Federal Register** document required under 5 CFR 1320.8(d), soliciting comments on this collection of information was published on December 29, 2000, (65 FR 83004). No comments were received.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 146 hours per equipment manufacturer or post-manufacture marinizer, and 72 hours per engine manufacturer. 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.

Respondents/Affected Entities: Nonroad compression ignition engine and equipment manufacturers and post-manufacture marinizers.

Estimated Number of Respondents: 548.

Frequency of Response: Equipment manufacturers and post-manufacture marinizers: On occasion. Engine manufacturers: Annually.

Estimated Total Annual Hour Burden: 66,647 hours.

Estimated Total Annualized Capital, O&M Cost Burden: \$18,611.

Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the addresses listed above. Please refer to EPA ICR No.1826.02 and OMB Control No. 2060-0369 in any correspondence.

Dated: April 25, 2001.

Oscar Morales,

Director, Collection Strategies Division.

[FR Doc. 01-11282 Filed 5-3-01; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-6975-4]

Adequacy Status of Indiana and Kentucky Ozone Attainment Demonstration for Transportation Conformity Purposes for the Louisville Area

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of inadequacy.

SUMMARY: In this notice, EPA is notifying the public that it has found that the Louisville ozone attainment demonstration state implementation plans (SIP) submitted by Kentucky and Indiana on November 12, 1999, and November 15, 1999, respectively, do not contain motor vehicle emission budgets (MVEBs) that are adequate for transportation conformity purposes. The Louisville moderate one-hour ozone nonattainment area includes Clark and Floyd Counties, Indiana, and Jefferson County, Kentucky, and portions of Bullitt and Oldham Counties in Kentucky. EPA is finding the MVEBs inadequate because, due to a decision by the United States Court of Appeals, one of the significant assumptions of the demonstration has changed. The SIP submittal assumes that regional oxides of nitrogen (NO_x) reductions will be achieved in adjoining States by May 1, 2003. Due to the Court's decision, those reductions will not be assured to occur until May 31, 2004. Since the MVEBs in the SIP submittal could only be adequate if the reductions occur in 2003, they are now being found inadequate. Since the November 15, 1999, submittal does not contain adequate MVEBs, this attainment demonstration submittal cannot be used for future transportation conformity determinations.

FOR FURTHER INFORMATION CONTACT: Ryan Bahr, Environmental Engineer,

Regulation Development Section (AR-18)), Air Programs Branch, Air and Radiation Division, United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353-4366, bahr.ryan@epa.gov.

Dr. Robert Goodwin, Environmental Scientist, Regulatory Planning Section, Air Planning Branch, Air, Pesticides, and Toxics Management Division, United States Environmental Protection Agency, Region 4, 61 Forsyth St., SW., Atlanta, GA 30303, (404) 562-9044, goodwin.robert@epa.gov.

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 the Indiana Department of Environmental Management on April 20, 2001, stating that the submitted Louisville ozone attainment demonstration does not contain adequate MVEBs, and EPA Region 4 sent a similar letter to the Kentucky Division for Air Quality on April 20, 2001. This finding will also be announced on EPA's conformity website: <http://www.epa.gov/otaq/traq>. (Once at EPA's Transportation and Air Quality Center website, click on the "Conformity" button and look for "Adequacy Review of SIP Submissions for Conformity.")

Transportation conformity is required by section 176(c) of the Clean Air Act. 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. Transportation 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 MVEBs are adequate for conformity purposes are outlined in 40 CFR 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 prejudice EPA's ultimate approval of the SIP. Even if EPA finds a motor vehicle emission budget adequate, the EPA may later disapprove the SIP.

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