

Constitution Ave., NW, Washington, DC. The telephone number for the Docket Center is 202-566-1744. For additional information about EPA's public docket, visit <http://www.epa.gov/dockets>.

Pursuant to section 3506(c)(2)(A) of the Paperwork Reduction Act, EPA is soliciting comments and information to enable it 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. EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval. At that time, EPA will issue another **Federal Register** notice to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB.

Abstract: For this ICR, EPA is seeking a revision with a three-year extension to an existing package. Title II of the Clean Air Act, (42 U.S.C. 7521 *et seq.*; CAA), charges the Environmental Protection Agency (EPA) with developing standards for compounds deemed 'pollutants' (as defined by the CAA itself) and with issuing certificates of conformity for those engines and motor vehicle designs that comply with applicable emission standards. Such a certificate must be issued before engines and vehicles may be legally introduced into commerce. The Supreme Court's decision in *Massachusetts v.*

Environmental Protection Agency, 549 U.S. 497 (2007), extended that charge to greenhouse gases (GHGs) when it ruled that GHGs are in fact pollutants as defined in the CAA. Furthermore, 49 U.S.C. 32902 requires the National Highway Traffic Safety Administration (NHTSA), in consultation with the Department of Energy and the EPA, to prescribe each model year average fuel economy standards. Under 49 U.S.C. 32907, manufacturers are required to submit reports to both NHTSA and EPA demonstrating how they plan to comply

with applicable average fuel economy standards.

Under this ICR, EPA, in collaboration with NHTSA, collects information necessary to discharge those obligations with regards to certain medium- and heavy-duty engines and vehicles [collectively referred to here as "heavy-duty (HD) engines/vehicles" for simplicity]. Specifically, EPA and NHTSDA (1) issue certificates of compliance with GHG emission requirements and fuel economy standards; and (2) verify compliance with regulatory provisions for manufacturers of HD engines, HD pickup trucks and vans, vocational vehicles and combination tractors.

To apply for a certificate of conformity, manufacturers submit descriptions of their planned production engines or vehicles, including detailed descriptions of emission control systems and test data. They also submit compliance plans and annual production reports and keep records.

To reduce the burden on affected manufacturers and enhance compliance flexibility, the CAA created the Averaging, Banking and Trading (AB&T). AB&T is a voluntary program that allows manufacturers to bank credits for groups of engines/vehicles that emit below the standard and use the credits for groups that emit above the standard. They may also trade banked credits with other manufacturers. AB&T participants are required to submit information regarding the calculation, actual generation and usage of credits.

The information and test results manufacturers submit is verified by EPA through confirmatory testing and by NHTSA through limited equipment testing and modeling runs; and used to ensure compliance. It is collected electronically by EPA's Diesel Engine Compliance Center (DECC), Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation; and stored in DECC's databases. The information may also be used by EPA's Office of Enforcement and Compliance Assurance and the Department of Justice for enforcement purposes.

Manufacturers may assert a claim of confidentiality over information provided to EPA. Confidentiality is granted in accordance with the Freedom of Information Act and EPA regulations at 40 CFR part 2. Non-confidential information may be disclosed on OTAQ's website or upon request under the Freedom of Information Act to trade associations, environmental groups, and the public.

Forms: None.

Respondents/affected entities: Manufacturers of heavy-duty (HD) engines, HD pickups and vans, vocational vehicles and combination tractors.

Respondent's obligation to respond: Regulated engine and vehicle manufacturers must respond to this collection if they wish to sell their products in the US, as prescribed by Section 206(a) of the CAA (42 U.S.C. 7521).

Estimated number of respondents: 49 (total).

Frequency of response: Annually or On Occasion, depending on the type of response.

Total estimated burden: 2,095 hours (per year). Burden is defined at 5 CFR 1320.03(b).

Total estimated cost: \$229,102 (per year), includes \$55,012 in annualized capital or operation & maintenance costs.

Changes in Estimates: Preliminary estimates reflect a substantial decrease in the total estimated respondent burden compared with the ICR currently approved by OMB. This is mainly due to two factors:

(1) A net decrease in the total number of applications for certification submitted each year. While the number of respondents (manufacturers) has increased in comparison to the previous ICR, EPA had overestimated the number of HD engine/vehicle families each manufacturer would seek to certify; and

(2) Manufacturer's use of carry over data. Now that the program has been in place for a few years, manufacturers are able to "carry over" test data from one model year to the next. Manufacturers may carry over (resubmit) test results if no significant emission-related changes have been made to an engine or vehicle family. This considerably lowers the burden and expense of preparing and submitting certification applications.

Dated: February 15, 2018.

Byron J. Bunker,

Director, Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation.

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ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPPT-2003-0004; FRL-9974-21]

Access to Confidential Business Information by Science Applications International Corporation

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: EPA has authorized its contractor Science Applications International Corporation (SAIC) of McLean, VA, to access information which has been submitted to EPA under all sections of the Toxic Substances Control Act (TSCA). Some of the information may be claimed or determined to be Confidential Business Information (CBI).

DATES: Access to the confidential data occurred on or about December 8, 2017.

FOR FURTHER INFORMATION CONTACT:

For technical information contact: Scott M. Sherlock, Environmental Assistance Division (7408M), Office of Pollution Prevention and Toxics, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460-0001; telephone number: (202) 564-8257; email address: sherlock.scott@epa.gov.

For general information contact: The TSCA-Hotline, ABVI-Goodwill, 422 South Clinton Ave., Rochester, NY 14620; telephone number: (202) 554-1404; email address: TSCA-Hotline@epa.gov.

SUPPLEMENTARY INFORMATION:**I. General Information***A. Does this action apply to me?*

This action is directed to the public in general. This action may, however, be of interest to all who manufacture, process, or distribute industrial chemicals. Since other entities may also be interested, the Agency has not attempted to describe all the specific entities that may be affected by this action.

B. How can I get copies of this document and other related information?

The docket for this action, identified by docket identification (ID) number EPA-HQ-OPPT-2003-0004 is available at <http://www.regulations.gov> or at the Office of Pollution Prevention and Toxics Docket (OPPT Docket), Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW, Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566-1744, and the telephone number for the OPPT Docket is (202) 566-0280. Please review the visitor instructions and additional information about the docket available at <http://www.epa.gov/dockets>.

II. What action is the Agency taking?

Under EPA contract number GS00Q09BGD0048, order number GSQ0917BH0103, contractor SAIC of 1710 SAIC Drive, McLean, VA, is assisting the Office of Pollution Prevention and Toxics (OPPT) in developing, enhancing, maintaining, and operating a variety of EPA databases and applications. They are also assisting with the interfaces and linkages to other applications. Finally, they will access the confidential business environment for data review.

In accordance with 40 CFR 2.306(j), EPA has determined that under EPA contract number GS00Q09BGD0048, order number GSQ0917BH0103, SAIC required access to sensitive but unclassified (SBU) information. The particular SBU that has been accessed is information identified as TSCA CBI. EPA has determined that SAIC will need access to TSCA CBI submitted to EPA under all sections of TSCA to perform successfully the duties specified under the contract. SAIC's personnel were given access to information claimed or determined to be CBI information submitted to EPA under all sections of TSCA.

EPA is issuing this notice to inform all submitters of information under all sections of TSCA that EPA has provided SAIC access to these CBI materials on a need-to-know basis only. All access to TSCA CBI under this contract is taking place in accordance with EPA's *TSCA CBI Protection Manual*.

Access to TSCA data, including CBI, will continue until April 27, 2018. If the contract is extended, this access will also continue for the duration of the extended contract without further notice.

SAIC's personnel have signed nondisclosure agreements and have been briefed on specific security procedures for TSCA CBI.

Authority: 15 U.S.C. 2601 *et seq.*

Dated: February 12, 2018.

Pamela Myrick,

*Director, Information Management Division,
Office of Pollution Prevention and Toxics.*

[FR Doc. 2018-03988 Filed 2-26-18; 8:45 am]

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FEDERAL RESERVE SYSTEM**Formations of, Acquisitions by, and Mergers of Bank Holding Companies**

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR part

225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The applications listed below, as well as other related filings required by the Board, are available for immediate inspection at the Federal Reserve Bank indicated. The applications will also be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the standards enumerated in the BHC Act (12 U.S.C. 1842(c)). If the proposal also involves the acquisition of a nonbanking company, the review also includes whether the acquisition of the nonbanking company complies with the standards in section 4 of the BHC Act (12 U.S.C. 1843). Unless otherwise noted, nonbanking activities will be conducted throughout the United States.

Unless otherwise noted, comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than March 22, 2018.

A. Federal Reserve Bank of Boston (Prabal Chakrabarti, Senior Vice President) 600 Atlantic Avenue, Boston, Massachusetts 02210-2204. Comments can also be sent electronically to BOS.SRC.Applications.Comments@bos.frb.org.

1. *New Hampshire Mutual Bancorp*, Concord, New Hampshire; to merge with Walpole Mutual Bancorp, Walpole, New Hampshire, and thereby acquire Savings Bank of Walpole, Walpole, New Hampshire.

In connection with the above transaction, Walpole Mutual Bancorp, Walpole, New Hampshire, has applied to become a mutual holding company by acquiring 100 percent of Savings Bank of Walpole, Walpole, New Hampshire in connection with the reorganization of Savings Bank of Walpole from mutual to stock form.

Board of Governors of the Federal Reserve System, February 22, 2018.

Ann E. Mishback,

Secretary of the Board.

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