

IV. Operator Requirements and Responsibilities

This equipment may be used immediately by urban bus operators who have chosen to comply with either program 1 or program 2. Operators having certain engines who have chosen to comply with program 1 must use equipment certified within cost limitations to reduce PM emissions by 25 percent or more when those engines are rebuilt or replaced. Today's **Federal Register** notice certifies the above-described Engelhard equipment as meeting the PM reduction and cost limitation requirement. Urban bus operators choosing to comply with program 1 must use the certified Engelhard equipment (or other equipment that is certified in the meantime to reduce PM by at least 25%) for any engine that is listed in Table A that undergo rebuild on or after September 21, 1998, until such time as the 0.10 g/bhp-hr standard is triggered for the applicable engines.

Operators who choose to comply with program 2 and use the Engelhard equipment will use the appropriate PM emission level from Table A, when calculating their fleet level attained (FLA).

As stated in the regulations, operators should maintain records for each engine in their fleet to demonstrate that they are in compliance with the requirements, beginning January 1, 1995. These records include purchase records, receipts, and part numbers for the parts and components used in the rebuilding of urban bus engines.

Dated: March 12, 1998.

Richard D. Wilson,

Acting Assistant Administrator for Air and Radiation.

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ENVIRONMENTAL PROTECTION AGENCY

[FRL-5984-4]

Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Public Review of a Notification of Intent to Certify Equipment

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of agency receipt of a notification of intent to certify equipment and initiation of 45-day public review and comment period.

SUMMARY: Detroit Diesel Corporation (DDC) has submitted to the Agency a notification of intent to certify urban

bus retrofit/rebuild equipment pursuant to 40 CFR part 85, subpart O. The notification, with cover letter dated December 8, 1997 describes equipment intended to comply with the 0.10 g/bhp-hr particulate matter (PM) standard.

The candidate equipment is applicable to all 1985 through 1993 model year federal and California certified 6V92TA DDEC engines manufactured by Detroit Diesel Corporation (DDC). This includes all DDEC II engines, DDEC I engines (1985 through 1987), and methanol-fueled engines (manufactured from 1991 through 1993).

The equipment utilizes components from DDC's certified engine upgrade kit, modified fuel injectors, conversion from DDEC II to DDEC III engine control system, and a converter/muffler (previously certified to reduce particulate matter by 25 percent and manufactured by either Engine Control System Ltd, Engelhard Corporation, or Nelson Industries).

Both the federal and California exhaust emissions standards for NO_x were lowered to 5.0 g/bhp-hr beginning with the 1991 model year. The emissions data provided with DDC's notification indicate that engines equipped with the candidate equipment can meet the 5.0 g/bhp-hr NO_x standard. Therefore, if certified, the equipment could be used for all applicable engines, including those in California.

No life cycle costs information has been submitted by DDC. If certified, no new requirements would be placed on operators, and no operator would be required to purchase this equipment as a result of the certification.

Pursuant to § 85.1407(a)(7), today's **Federal Register** notice summarizes the notification, announces that the notification is available for public review and comment, and initiates a 45-day period during which comments can be submitted.

The Agency will review this notification of intent to certify, as well as any comments it receives, to determine whether the equipment described in the notification of intent to certify should be certified. If certified, the equipment can be used by urban bus operators to reduce the particulate matter of urban bus engines.

The notification of intent to certify, as well as other materials specifically relevant to it, are contained in Category XXIV of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment". This docket is located at the address listed below.

Today's notice initiates a 45-day period during which the Agency will accept written comments relevant to whether or not the equipment included in this notification of intent to certify should be certified. Comments should be provided in writing to Public Docket A-93-42, Category XXIV, at the address below, and an identical copy should be submitted to William Rutledge, also at the address below.

DATES: Comments must be submitted on or before May 4, 1998.

ADDRESSES: Submit separate copies of comments to each of the two following addresses:

1. U.S. Environmental Protection Agency, Public Docket A-93-42 (Category XXIV), Room M-1500, 401 M Street SW., Washington, DC 20460.

2. William Rutledge, Engine Programs and Compliance Division (6403J), 401 "M" Street SW., Washington, DC 20460.

The DDC notification of intent to certify, as well as other materials specifically relevant to it, are contained in the public docket indicated above. Docket items may be inspected from 8 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR Part 2, a reasonable fee may be charged by the Agency for copying docket materials.

FOR FURTHER INFORMATION CONTACT: William Rutledge, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M Street S.W., Washington, DC 20460. Telephone: (202) 564-9297.

SUPPLEMENTARY INFORMATION:

I. Background

On April 21, 1993, the Agency published final Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (58 FR 21359). The retrofit/rebuild program is intended to reduce the ambient levels of particulate matter (PM) in urban areas and is limited to 1993 and earlier model year (MY) urban buses operating in metropolitan areas with 1980 populations of 750,000 or more, whose engines are rebuilt or replaced after January 1, 1995. Operators of the affected buses are required to choose between two compliance options: Program 1 sets particulate matter emissions requirements for each urban bus engine in an operator's fleet which is rebuilt or replaced; Program 2 is a fleet averaging program that establishes specific annual target levels for average PM emissions from urban buses in an operator's fleet.

A key aspect of the program is the certification of retrofit/rebuild equipment. To meet either of the two compliance options, operators of the

affected buses must use equipment which has been certified by the Agency. Requirements under either of the two compliance options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Program 1, equipment must be certified as meeting a 0.10 g/bhp-hr PM standard or as achieving at least a 25 percent reduction in PM. Equipment used for Program 2 must be certified as providing some level of PM reduction that would in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program. For Program 1, information on life cycle costs must be submitted in the notification of intent to certify in order for certification of the equipment to initiate (or trigger) program requirements. To trigger program requirements, the certifier must guarantee that the equipment will be available to all affected operators for a life cycle cost of \$7,940 or less at the 0.10 g/bhp-hr PM level, or for a life cycle cost of \$2,000 or less for 25 percent or greater reduction in PM. Both of these values are based on 1992 dollars.

II. Notification of Intent To Certify

By a notification of intent to certify, DDC applied for certification of equipment applicable to all of its federal and California certified 6V92TA model engines having electronically controlled fuel injection (Detroit Diesel Electronic Control—DDEC) that were originally manufactured between 1985 through December 31, 1994. The notification, with cover letter dated December 8, 1997, signed with the erroneous date of December 12, 1998, and labeled with an "Issued" date of November 19, 1997, describes equipment that is intended to comply with the 0.10 g/bhp-hr standard and is applicable to 6V92TA DDEC engines of model years 1985—1993.

DDEC I engines (1985 through 1987) and methanol-fueled engines (manufactured from 1991 through 1993) may also utilize this kit.

The equipment utilizes components from DDC's certified engine upgrade kit, modified fuel injectors, conversion from DDEC II to DDEC III engine control system, and a converter/muffler (previously certified to reduce particulate matter by 25 percent and manufactured by either Engine Control Systems Ltd, Engelhard Corporation, or Nelson Industries).

The equipment to be certified is included in three constituent kits. The three constituent kits included in this submission are as follows:

Engine Rebuild Kit—Newly Manufactured Parts: This kit is comprised of newly manufactured parts and consist of a gasket kit, air inlet hose, blower drive gear (2.05 to 1), blower by-pass valve assembly, cylinder kits (piston assemblies and cylinder liners), new electronic unit fuel injectors and DDEC II to DDEC III conversion kits.

Engine Rebuild Kit—Reliabil[®] Parts: This kit includes Reliabil[®] remanufactured parts, including camshafts, blower assembly, turbocharger and head assemblies.

Converter/Muffler Kits: In order to provide the greatest flexibility to transit operators by providing several converter/muffler options, DDC plans to include the converter/mufflers provided by three suppliers: Engelhard Corporation, Engine Control Systems Ltd, and Nelson Industries. Transit operators will be able to select a converter/muffler from any one of the suppliers which will be packaged as a direct replacement for the vehicle muffler and which will accommodate the installation requirements of the various engine/vehicle combinations. Certification of the Engelhard CMX[™] converter/muffler is described in a **Federal Register** notice of May 31, 1995

(60 FR 28402. The Engine Control Systems' converter/muffler is described in a **Federal Register** notice of January 6, 1997 (62 FR 746). Nelson Industries' converter/muffler is described in a **Federal Register** notice of November 26, 1997 (62 FR 63159).

One of each type of constituent kit is required for the rebuild of an engine. The engine rebuild kit usage is based on the required engine power rating (253 and 277 horsepower is available), engine rotation direction and orientation (43 degree tilt, 15 degree tilt, and upright). The notification includes parts lists. The converter/muffler kit usage is based on the operator's choice of converter supplier and the engine/vehicle combination.

DDC states that standard procedures, as described in the service manual of 92 Series engines, are to be used when rebuilding the base engine using the candidate kit. No unique rebuild procedures are required. Additionally, there are no differences in service intervals or maintenance practices for the base engine associated with the installation of the kit. The converter/muffler requires no regularly scheduled maintenance, only an occasional cleaning if the maximum back pressure of the exhaust system is exceeded.

DDC presents exhaust emission data that were developed for the engine configuration rated at 277 horsepower. Testing of the candidate kit was conducted using each of the three converter/mufflers with the upgraded engine configuration. The test data indicate that the emissions of hydrocarbon (HC), carbon monoxide (CO), oxides of nitrogen (NO_x), and smoke measurements for the engine equipped with the candidate equipment are less than exhaust emissions standards applicable to 1993 model year urban buses. The data is shown in the table below.

EXHAUST EMISSIONS FROM 6V92TA DDEC II (277 HP)

Gaseous and particulate (g/bhp-hr)					Smoke (percent opacity)			Comment
HC	CO	NO _x	PM	BSFC ^a	ACC	LUG	Peak	
1.3 ...	15.5	5.0	0.10 ^b	20	15	50	1993 Urban Bus Standards.
0.3 ...	1.0	4.8	0.08	0.516	1.7	1.2	3.0	Converter/Muffler A.
0.1 ...	0.2	4.7	0.08	0.506	2.2	1.9	2.9	Converter/Muffler B.
0.2 ...	0.5	4.9	0.095	0.517	1.6	1.3	2.7	Converter/Muffler C.

^a Brake specific fuel consumption in units of pounds of fuel per brake-horsepower-hour.

^b Non-compliance penalties are available up to 0.25 g/bhp-hr.

No life cycle costs information has been submitted by DDC. DDC does not intend certification of this equipment to

trigger program requirements for the applicable engines.

Even if ultimately certified by EPA, the equipment described in DDC's

notification may require additional review by the California Air Resources Board (CARB) before use in California. EPA recognizes that special situations

may exist in California that are reflected in the unique emissions standards, engine calibrations, and fuel specifications of the State. While requirements of the federal urban bus program apply to several metropolitan areas in California, EPA understands the view of CARB that equipment certified under the urban bus program, to be used in California, must be provided with an executive order exempting it from the anti-tampering prohibitions of that State. Those interested in additional information should contact the Aftermarket Part Section of CARB, at (818) 575-6848.

Certification of the candidate DDC equipment would affect operators as follows. EPA has not yet certified equipment, for the applicable DDEC engines, to comply with the 0.10 g/bhp-hr standard and as being available for less than the applicable life cycle cost. Therefore, the 0.10 g/bhp-hr PM standard has not been triggered for the applicable engines. If the candidate equipment is certified, then no new requirements would be placed on operators and no operator would be required to purchase this equipment as a result of certification.

If the DDC kit is certified, then it would be available to be used in full compliance with urban bus program requirements. Certification of CMX™ converter/muffler manufactured by the Engelhard Corporation (60 FR 28402; May 31, 1995) triggered the requirement for the applicable engines, when rebuilt or replaced, to reduce PM by at least 25 percent. Until such time that the 0.10 g/bhp-hr standard is triggered, the certification of the CMX™ means that operators who elect to use compliance program 1 must use equipment certified to reduce PM emissions by at least 25 percent, when rebuilding or replacing the applicable engines. If certified, the DDC kit would meet, and exceed, this requirement. The DDC kit could also be used in full compliance when the program requirement to use equipment certified to the 0.10 g/bhp-hr standard is triggered.

If the Agency certifies the candidate equipment, then operators who choose to comply with Program 2 and install this equipment, would use the 0.10 g/bhp-hr certification level in their calculations for fleet level attained (FLA) as specified in the program regulations.

At a minimum, EPA expects to evaluate this notification of intent to certify, and other materials submitted as applicable, to determine whether there is adequate demonstration of compliance with: (1) The certification requirements of § 85.1406, including

whether the testing accurately substantiates the claimed emission reduction or emission levels; and, (2) the requirements of § 85.1407 for a notification of intent to certify.

The Agency requests that those commenting also consider these regulatory requirements, plus provide comments on any experience or knowledge relevant to: (a) Problems with installing, maintaining, and/or using the candidate equipment on applicable engines; and, (b) whether the equipment is compatible with affected vehicles.

The date of this notice initiates a 45-day period during which the Agency will accept written comments relevant to whether or not the equipment described in the DDC notification of intent to certify should be certified pursuant to the Urban Bus Rebuild Requirements. Interested parties are encouraged to review the notification of intent to certify and provide comment during the 45-day period. Please send separate copies of your comments to each of the above two addresses.

The Agency will review this notification of intent to certify, along with comments received from interested parties, and attempt to resolve or clarify issues as necessary. During the review process, the Agency may add additional documents to the docket. These documents will also be available for public review and comment.

Dated: March 12, 1998.

Richard D. Wilson,

Acting Assistant Administrator, Air and Radiation.

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ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-5489-9]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 or (202) 564-7153.

Weekly receipt of Environmental Impact Statements Filed March 09, 1998 Through March 13, 1998 Pursuant to 40 CFR 1506.9

EIS No. 980070, FINAL EIS, NPS, ME, Saint Croix Island International Historic Site, General Management Plan, Implementation, Calais, Washington County, ME, Due: April 20, 1998, Contact: David Clark (207) 288-5472.

EIS No. 980071, DRAFT EIS, IBR, UT, Narrows Dam and Reservoir Project,

Construction of Supplemental Water Supply for Agricultural and Municipal Water Use, Gooseberry Creek, Sanpete and Carbon Counties, UT, Due: May 04, 1998, Contact: Kerry Schwartz (801) 379-1167.

EIS No. 980072, FINAL EIS, NRC, ADOPTION—NAT, Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs, Implementation, Due: April 20, 1998, Contact: Dr. Edward Y. Shum (301) 415-8545. The U.S. Nuclear Regulatory Commission has adopted the US Department of Energy's FEIS #950163 filed with the U.S. Environmental Protection Agency on 04-21-95, NRC was not a Cooperating Agency on this project. Recirculation of the document is necessary under Section 1506.3(b) of the Council on Environmental Quality Regulations EIS No. 980073, DRAFT SUPPLEMENT, FHW, PA, Marshalls Creek Traffic Study, Construction, New and Updated Information, Connector between PA-209, Business 209 and PA-402, COE Section 404 and NPDES Permits, Middle Smithfield and Smithfield Townships, Monroe County, PA, Due: May 04, 1998, Contact: Ronald W. Carmichael (712) 221-3461.

EIS No. 980074, DRAFT EIS, AFS, MT, Stillwater Mine Revised Waste Management Plan and Hertzler Tailings Impoundment, Construction and Operation, Plan-of-Operation, and COE Section 404 Permit, Custer National Forest, Stillwater County, MT, Due: May 19, 1998, Contact: Pat Pierson (406) 446-2103.

EIS No. 980075, DRAFT SUPPLEMENT, COE, NY, NJ, Arthur Kill Channel—Howland Hook Marine Terminal, Deepening and Realignment, Limited Reevaluation Report (LRR) Port of New York and New Jersey, NY and NJ, Due: May 04, 1998, Contact: Mark H. Burlas (212) 264-4663.

EIS No. 980076, FINAL EIS, FHW, MO, MO-60, Transportation Improvements, Connecting the Van Buren to Poplar Bluff (Job No. J9P0455Z), COE Section 404 Permit, Butter and Carter Counties, Mo, Due: April 20, 1998, Contact: Donald Neumann (573) 636-7104.

EIS No. 980077, DRAFT EIS, BOP, DC, District of Columbia, Department of Corrections (DCDC), Felony Inmate Population, Implementation, Contracting Private Correctional Facilities for Housing of Inmate Population, United States Capitol, City of Washington, D.C., Due: May