

Signed: September 30, 1998.

John W. Magaw,
Director.

Approved: January 19, 1999.

John P. Simpson,

Deputy Assistant Secretary, Regulatory, Tariff
and Trade Enforcement.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-99-005]

Drawbridge Operation Regulations; Cambridge Creek, Cambridge, MD

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation
from regulations.

SUMMARY: The Commander, Fifth Coast Guard District has issued a temporary deviation from the regulations governing the operation of the drawbridge across Cambridge Creek, mile 0.1, in Cambridge, Maryland. Beginning March 15, 1999, through March 19, 1999, this deviation allows the bridge to remain closed to navigation 24-hours a day. This closure is necessary to facilitate the replacement of the fender system piling.

EFFECTIVE DATE: This deviation is effective 24-hours a day from March 15, 1999 through March 19, 1999.

FOR FURTHER INFORMATION CONTACT: Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: The Cambridge Creek drawbridge is owned and operated by the Maryland State Highway Administration (MDSHA). The current regulations in Title 33 Code of Federal Regulations, § 117.549 require the draw to open on signal from 6 a.m. to 8 p.m.; except that, from 12 noon to 1 p.m. Monday through Friday, the draw need not be opened. From 8 p.m. to 6 a.m., seven-days a week, the draw need not be opened.

On December 16, 1998, the Coast Guard received a request from MDSHA to close the navigation channel at the Cambridge Creek bridge to facilitate the replacement of the fender system piling. This work will also result in the complete closure of the drawbridge. MDSHA held a town meeting at which businesses and marinas affected by this replacement work requested a complete closure of the roadway to speed construction. A complete closure allows the replacement work to be completed

before the weather warms up and their fishing and tourist season begins.

The Coast Guard has advised the local Coast Guard units, including Activities Baltimore, of the bridge's closure on the requested dates, and they did not object. The Coast Guard will inform the commercial/recreational users of the waterway of the bridge closures in the weekly Notice to Mariners so that these vessels can arrange their transits to avoid being negatively impacted by the temporary deviation.

Beginning March 15, 1999, through March 19, 1999, this deviation allows the bridge to remain closed to navigation 24-hours a day.

Dated: February 3, 1999.

Roger T. Rufe, Jr.,

Vice Admiral, U.S. Coast Guard Commander,
Fifth Coast Guard District.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[IL168-1a; FRL-6232-8]

Approval and Promulgation of Air Quality Implementation Plans; Illinois: Clean Fuel Fleet Program Revision

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Direct final rule.

SUMMARY: The EPA is approving through direct final action a State Implementation Plan (SIP) revision submitted on February 13, 1998, by the Illinois Environmental Protection Agency (IEPA). This SIP revision delays the implementation of the Illinois Clean Fuel Fleet Program (CFFP) purchase requirement from model year 1998 to model year 1999, based on EPA's decision to allow States to delay purchase requirements. This change is intended to ensure successful implementation of the Illinois CFFP, and to ensure that an adequate supply of appropriate vehicles is available for fleet operators to purchase once the program is underway. In addition, the SIP revision includes two minor corrections to the CFFP rules federally approved on March 19, 1996.

DATES: This rule is effective on April 19, 1999, unless EPA receives adverse written comments by March 19, 1999. If adverse comment is received, EPA will publish a timely withdrawal of the rule in the **Federal Register** informing the public that the rule will not take effect.

ADDRESSES: Written comment should be sent to: J. Elmer Bortzer, Chief, Regulation Development Section, Air Programs Branch (AR-18J), U.S. Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604. Copies of the State submittal are available for inspection at the following address: U.S. Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. (It is recommended that you telephone Francisco Acevedo at (312) 886-6061 before visiting the Region 5 Office.)

FOR FURTHER INFORMATION CONTACT: Francisco J. Acevedo, Environmental Protection Specialist, at (312) 886-6061.

SUPPLEMENTARY INFORMATION:

I. Background

The Clean Air Act (CAA) requires certain States to adopt and submit to EPA SIP revisions containing a CFFP for nonattainment areas with 1980 populations greater than 250,000 that are classified as serious or worse for ozone, or which have a design value of at least 16.0 ppm for carbon monoxide (CO).

In Illinois, the Chicago area is classified as a severe ozone nonattainment area and is therefore subject to the CFFP requirements.

The CAA provides that States' CFFP SIP revisions must require fleet operators with 10 or more centrally fueled vehicles or capable of being centrally fueled to include a specified percentage of clean-fuel vehicles in their purchases each year. There are additional specifications in section 246 of the CAA with which States' SIP revisions must also comply, including the requirements that covered fleet operators must operate the Clean Fuel Vehicles (CFVs) in covered nonattainment areas on a clean alternative fuel, defined as a fuel on which the vehicle meets EPA's CFV standards. EPA promulgated emission standards for CFVs in September 1994. (See 40 CFR part 88) On September 29, 1995, the IEPA submitted to EPA a SIP revision which allowed for the implementation of a CFFP in the Chicago ozone nonattainment area. On March 19, 1996, EPA approved the Illinois SIP submittal and made the program federally enforceable.

On May 22, 1997, and April 23, 1998, EPA issued guidance and a direct final rule respectively, allowing a one year delay of the CFFP in those areas that are unable to meet the purchase requirements cited in the Clean Air Act. (See 63 FR 20103 (April 23, 1998)).