

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 300**

[FRL-5608-4]

National Oil and Hazardous Substances Pollution Contingency Plan: National Priorities List Update**AGENCY:** Environmental Protection Agency.**ACTION:** Notice of Deletion of the Liquid Gold Oil Corporation Site from the National Priorities List.

SUMMARY: The Environmental Protection Agency (EPA), Region 9, announces the deletion of the Liquid Gold Oil Corporation site from the National Priorities List (NPL). The NPL constitutes Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which EPA promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended (CERCLA). EPA and the State of California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) have determined that no further cleanup under CERCLA is appropriate and that the selected remedy has been protective of human health and the environment.

EFFECTIVE DATE: September 11, 1996.**FOR FURTHER INFORMATION CONTACT:**

Andrew Lincoff, U.S. EPA Region 9, 75 Hawthorne Street, Mail Code H-6-3, San Francisco, California 94105 (510) 412-2330, OR Ben Hargrove, Cal/EPA DTSC Region 2, 700 Heinz Avenue, Suite 200, Berkeley, California 94710, (510) 540-3845.

SUPPLEMENTARY INFORMATION: The site to be deleted from the NPL is:

Liquid Gold Oil Corporation site, Richmond, California.

A Notice of Intent to Delete for this site was published on April 12, 1996 (XX FR 16234). The closing date for comments on the Notice of Intent to Delete was May 12, 1996. EPA received no comments.

EPA identifies sites which appear to present a significant risk to human health, welfare or the environment, and it maintains the NPL as the list of those sites. Sites on the NPL may be subject of Hazardous Substances Response Trust Fund-financed remedial actions. Any site deleted from the NPL remains eligible for Fund-financed remedial actions in the unlikely event that conditions at the site warrant such action. Section 300.425 of the NCP

states that Fund-financed actions may be taken at sites deleted from the NPL. Deletion of a site from the NPL does not affect responsible party liability or impede Agency efforts to recover costs associated with response efforts.

List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous substances, hazardous waste, Intergovernmental relations, penalties, reporting and record keeping, requirements, Superfund, Water pollution control, Water supply.

Dated: September 3, 1996.

John Wise,

Acting Regional Administrator, Region 9.

For the reasons set out in the preamble, 40 CFR part 300 is amended as follows:

PART 300—[AMENDED]

1. The authority citation for part 300 continues to read as follows:

Authority: 33 U.S.C. 1321(c)(2); 42 U.S.C. 9601-9657; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp., p.351; E.O. 12580, 52 FR 2923, 3 CFR, 1987 Comp., p. 193.

Appendix B—[AMENDED]

2. Table 1 of Appendix B to part 300 is amended by removing the Liquid Gold Oil Corporation Site, Richmond, California.

[FR Doc. 96-23222 Filed 9-10-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 575**

[Docket No. 96-88; Notice 1]

RIN 2127-AG54

Consumer Information Regulations; Fees for Course Monitoring Tires**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.**ACTION:** Final rule.

SUMMARY: This rule amends NHTSA's consumer information regulations on uniform tire quality grading by reducing the fee for the purchase of treadwear course monitoring tires that are sold by the agency at its Uniform Tire Quality Grading Test Facility in San Angelo, Texas. The purchase fee has been reduced to eliminate charges for testing the tires to establish their base course wear rate. This testing will no longer be

performed by NHTSA in view of the agency's decision to fix the base course wear rate at its current value for all course monitoring tires that are sold in the future.

DATES: The amendment established by this final rule will become effective on October 11, 1996.

Any petitions for reconsideration must be received by NHTSA not later than October 28, 1996.

ADDRESSES: Any petitions for reconsideration should refer to the docket and notice numbers above and be submitted to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. Docket hours are 9:30 a.m. to 4 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Mr. Clive Van Orden, Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, (202-366-2830).

SUPPLEMENTARY INFORMATION: In a final rule published on August 2, 1995 at 60 FR 39269, NHTSA established fees for the purchase of treadwear course monitoring tires and for the use of the traction skid pads at the agency's Uniform Tire Quality Grading Test Facility in San Angelo, Texas. The rule noted that under uniform tire quality grading (UTQG) standards at 49 CFR 575.104, tires must be labeled with information indicating their relative performance in the areas of treadwear, traction, and temperature resistance. For the purpose of evaluating treadwear performance, NHTSA established a 400 mile roadway course near San Angelo, Texas, which is designed to produce treadwear rates that are generally representative of those encountered by tires in public use. Under the UTQG standards, the projected mileage obtained for tested tires must be corrected to account for environmental and other variations that occur during testing on the course. This is done by comparing the performance of the tested tires to that of course monitoring tires run in the same convoy. The course monitoring tires are specially manufactured under controlled conditions so that they can be used as a grading standard, and are made available by NHTSA for purchase at the San Angelo test facility.

The rule further noted that an audit conducted by the Department of Transportation's Office of Inspector General (OIG) concluded that NHTSA was not recovering the full cost of the course monitoring tires that it sells at San Angelo, contrary to the