operations at the CMR building would be less than those identified under the expanded operations alterative analyzed in the 1999 LANL SWEIS due to the operating constraints imposed on radiological operations at the CMR building.

Comments on the Final Environmental Impact Statement

NNSA distributed approximately 400 copies of the final EIS to Congressional members and committees, the State of New Mexico, various American Indian tribal governments and organizations, local governments, other Federal agencies, and the general public. NNSA received one comment letter from the Pueblo of San Ildefonso regarding NNSA's responses to Pueblo concerns related to the draft CMRR EIS that focused primarily on the spread of contamination present in the canyons around LANL onto land owned by the Pueblo. This issue is beyond the scope of the CMRR EIS but will be addressed by NNSA through other means already established for LANL, such as the environmental restoration project, rather than through the NEPA compliance process.

Decision Factors

NNSA's decisions are based on its mission responsibilities and the ability to continue to perform mission-critical AC and MC operations at LANL in an environmentally sound, timely and fiscally prudent manner. Other key factors in the decision-making process include programmatic impacts and overall program risk, and construction and operational costs.

LANL's CMR operations support a wide range of scientific and technological capabilities that support, in turn, NNSA's national security mission assignments. Most of the LANL mission support functions require AC and MC, and actinide research and development support capabilities and capacities that currently exist within the CMR building. NNSA will continue to need CMR capabilities now and into the foreseeable future, much as these capabilities have been needed at LANL over the past 60 years. Programmatic risks are high if LANL CMR operations continue at the curtailed operational level now appropriate at the aging CMR building. CMR operations at LANL need to continue seamlessly in an uninterrupted fashion, and the level of overall CMR operations needs to be flexible enough to accommodate the work load variations inherent in NNSA's mission support assignments and the general increase in the level of operations currently seen as necessary to support future national security requirements.

The CMR building was initially designed and constructed to comply with the Uniform Buildings Codes in effect at the time. The CMR building's wing 4 location over a seismic trace would require very extensive and costly structural changes that would be of marginal operational return. Construction costs are estimated to be less for building and operating a new CMRR facility over the long term than the cost estimated for making changes to the aging CMR building so that the building could be operated as a nuclear facility at the level of operations required by the expanded operations alternative selected for LANL in the 1999 LANL SWEIS ROD over the next 50 years. Life cycle costs of operating a new CMRR facility at TA–55 are less than the costs would be of operating a totally upgraded CMR building over the next 50 years. Reduced general occupation costs of maintaining the new CMRR facility (such as heating and cooling the building to maintain comfortable personnel working conditions) given the reduction in occupied building square footage over that of the existing CMR building, and reduced security costs (for maintaining Perimeter Intrusion Detection Alarm Systems (PIDAS) and guard personnel) due to the co-location of the CMRR facility within the existing security perimeter of the plutonium facility thereby eliminating the need for maintaining a separate duplicative security system at the CMR building both would significantly reduce general operating costs for the new facility.

Mitigation Measures

Based on the analyses of impacts provided in the CMRR EIS, no mitigation measures were identified as being necessary since all potential environmental impacts would be substantially below acceptable levels of promulgated standards. Activities associated with the proposed construction of the new CMRR facility would follow standard procedures for minimizing construction impacts, as would demolition activities.

Decisions

NNSA has decided to implement the preferred alternative, alternative 1, which is the construction and operation of a new CMRR facility within TA–55 at LANL. The new CMRR facility would include two buildings (one building for administrative and support functions, and one building for Hazard Category 2 SNM laboratory operations), both of which would be constructed at above ground locations (construction option 3). The existing CMR building would be decontaminated, decommissioned and demolished in its entirety (disposition option 3). However, the actual implementation of these decisions is dependent on DOE funding levels and allocations of the DOE budget across competing priorities.

Issued in Washington, DC, this 3rd day of February, 2004.

Linton Brooks,

Administrator, National Nuclear Security Administration.

[FR Doc. 04–3096 Filed 2–11–04; 8:45 am]

BILLING CODE 6450–01–P

ENVIRONMENTAL PROTECTION AGENCY

[OAR–2003–0059; FRL–7621–6]

Agency Information Collection Activities; Submission to OMB for Review and Approval; Comment Request; Emission Defect Information Reports and Voluntary Emission Recall Reports (Renewal), EPA ICR Number 0282.13, OMB Control Number 2060–0048

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 an Information Collection Request (ICR) has been forwarded to the Office of Management and Budget (OMB) for review and approval. This is a request to renew an existing approved collection. This ICR is scheduled to expire on 1/31/2004. Under OMB regulations, the Agency may continue to conduct or sponsor the collection of information while this submission is pending at OMB. This ICR describes the nature of the information collection and its estimated burden and cost.

DATES: Additional comments may be submitted on or before March 15, 2004.

ADDRESSES: Submit your comments, referencing docket ID number OAR–2003–0059, to (1) EPA online using EDOCKET (our preferred method), by e-mail to *a-and-r-Docket@epa.gov,* or by mail to: EPA Docket Center, Environmental Protection Agency, Air and Radiation Docket and Information Center, Mail Code 6102T, 1200 Pennsylvania Ave., NW., Washington, DC 20460, and (2) OMB at: 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: Ms. Nydia Y. Reyes-Morales, Certification and Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation, Mail Code 6403J, Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460; telephone number: (202) 343–9264; fax number: (202) 343–2804; e-mail address: *reyes-morales.nydia@epa.gov.*

SUPPLEMENTARY INFORMATION: EPA has submitted the following ICR to OMB for review and approval according to the procedures prescribed in 5 CFR 1320.12. On November 26, 2003 (68 FR 66412), EPA sought comments on this ICR pursuant to 5 CFR 1320.8(d). EPA received no comments.

EPA has established a public docket for this ICR under Docket ID number OAR–2003–0059, which is available for public viewing at the Air and Radiation Docket and Information Center in the EPA Docket Center (EPA/DC), EPA West, Room B102, 1301 Constitution Ave., NW., Washington, DC. The EPA Docket Center 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 Reading Room is (202) 566–1744, and the telephone number for the Air and Radiation Docket and Information Center is (202) 566–1742. An electronic version of the public docket is available through EPA Dockets (EDOCKET) at *http://www.epa.gov/edocket.* Use EDOCKET to submit or view public comments, access the index listing of the contents of the public docket, and to access those documents in the public docket that are available electronically. Once in the system, select ''search,'' then key in the docket ID number identified above.

Any comments related to this ICR should be submitted to EPA and OMB within 30 days of this notice. EPA's policy is that public comments, whether submitted electronically or in paper, will be made available for public viewing in EDOCKET as EPA receives them and without change, unless the comment contains copyrighted material, CBI, or other information whose public disclosure is restricted by statute. When EPA identifies a comment containing copyrighted material, EPA will provide a reference to that material in the version of the comment that is placed in EDOCKET. The entire printed comment, including the copyrighted material, will be available in the public docket. Although identified as an item in the official docket, information claimed as CBI, or whose disclosure is otherwise restricted by statute, is not included in the official public docket, and will not be available for public viewing in EDOCKET. For further information about the electronic docket, see EPA's **Federal Register** notice describing the electronic docket at 67 FR 38102 (May 31, 2002), or go to *www.epa.gov/edocket.*

Title: Emission Defect Information Reports and Voluntary Emission Recall Reports (Renewal).

Abstract: Per sections 207(c)(1) and 213 of the Clean Air Act (CAA), when emission testing shows that a substantial number of properly maintained and used engines produced by a manufacturer do not conform to emission standards, the manufacturer is required to recall the engines. Manufacturers are also required to submit Defect Information Reports (DIRs) to alert EPA of the existence of emission-related defects on certain classes of engines that may cause the engines' emissions to exceed the standards and ultimately may lead to a recall. EPA uses these reports to target potentially nonconforming classes of engines for future testing, to monitor compliance with applicable regulations and to order a recall, if necessary. Manufacturers can also initiate a recall voluntarily by submitting a Voluntary Emission Recall Report (VERR). VERRs and VERR updates allow EPA to determine whether the manufacturer conducting the recall is acting in accordance with the CAA and to examine and monitor the effectiveness of the recall campaign.

The information is collected by the Engine Programs Group, Certification and Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation. Confidentiality of proprietary information submitted by manufacturers 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 in 40 CFR are listed in 40 CFR part 9 and are identified on the form and/or instrument, if applicable.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 260 hours per respondent. 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: Manufacturers of on-highway heavy-duty trucks, non-road compression-ignition engines, non-road spark-ignition engines, marine engines, locomotives and locomotive engines.

Estimated Number of Respondents: 17.

Frequency of Response: On occasion and quarterly.

Estimated Total Annual Hour Burden: 4,417.

Estimated Total Annual Cost: $265,971 includes $0 annualized capital/startup costs, $413 annual O&M costs and $265,558 annual labor costs.

Changes in the Estimates: There is a decrease of 508 hours in the total estimated burden currently identified in the OMB Inventory of Approved ICR Burdens. This decrease is due to the correction of a mistake made in the original calculations. The decrease in burden is, therefore, due to an adjustment to the estimates.

Dated: January 27, 2004.

Doreen Sterling,

Acting Director, Collection Strategies Division.

[FR Doc. 04–3080 Filed 2–11–04; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[OECA–2003–0032; FRL–7621–5]

Agency Information Collection Activities; Submission for OMB Review and Approval; Comment Request; NESHAP for Wood Furniture Manufacturing Operations, EPA ICR Number 1716.04, OMB Control Number 2060–0324

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act, this