

shippers under Rate Schedule FT-A, FT-B, and FT-C. Viking does not expect the 1999 Expansion Project to materially affect Viking's variable costs or fuel requirements.

Viking does not seek as part of the subject filing an initial determination allowing roll-in of the 1999 Expansion Project costs at the time of its next general rate case. However, Viking explicitly reserves the right to seek such a roll-in at the time of the next Viking Section 4 rate case.

Viking asserts that it currently has not unsubscribed forward haul capacity from Emerson to Chicago. Viking anticipates that the proposed facilities will benefit existing and project shippers in that the project will be used to serve the new firm forward haul requirements of the Project Shippers and to provide greater reliability and additional operating flexibility.

The Project Shippers and their requested service levels are as follows:

Shipper	(Dth/d) Requested service level
(1) Cardinal FG	3,700
(2) City of Perham	1,500
(3) NSP—Minnesota	10,000 (Nov–Mar)
	15,000 (Apr–Oct)
(4) NSP—Wisconsin	11,000 (Oct–Apr)
(5) UtiliCorp United ...	2,000
Unsubscribed	8,000 (May–Sept)
Capacity (subscribed and unsubscribed).	28,200 (Winter)
	33,200 (Apr & Oct)
	30,200 (Summer)

Any person desiring to participate in the hearing process or to make any protest with reference to said application should on or before October 6, 1998, file with the Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426, a motion to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 385.214 or 385.211) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a motion to intervene in accordance with the Commission's Rules.

A person obtaining intervenor status will be placed on the service list maintained by the Secretary of the Commission and will receive copies of all documents filed by the applicant and

by every one of the intervenors. An intervenor can file for rehearing of any Commission order and can petition for court review of any such order.

However, an intervenor must submit copies of comments or any other filing it makes with the Commission to every other intervenor in the proceeding, as well as 14 copies with the Commission.

A person does not have to intervene, however, in order to have comments considered. A person, instead, may submit two copies of comments to the Secretary of the Commission. Commenters will be placed on the Commission's environmental mailing list, will receive copies of environmental documents and will be able to participate in meetings associated with the Commission's environmental review process. Commenters will not be required to serve copies of filed documents on all other parties. However, commenters will not receive copies of all documents filed by other parties or issued by the Commission and will not have the right to seek rehearing or appeal the Commission's final order to a federal court.

The Commission will consider all comments and concerns equally, whether filed by commenter or those requesting intervenor status.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by Section 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no motion to intervene is filed within the item required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a motion for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Viking to appear or be represented at the hearing.

Linwood A. Watson, Jr.,

Acting Secretary.

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Project No. 1991-009; Idaho]

City of Bonners Ferry; Notice of Availability of Draft Environmental Assessment

September 15, 1998.

In accordance with the National Environmental Policy Act of 1969 and the Federal Energy Regulatory Commission's (Commission) regulations, 18 CFR Part 380 (order No. 486, 52 FR 47897), the Office of Hydropower Licensing has reviewed the application for a new license for the existing Moyie River Hydroelectric Project and has prepared a Draft Environmental Assessment (DEA) for the project. The project is located near Moyie Springs, in Boundary County, Idaho. The Commission staff has prepared a Draft Environmental Assessment (DEA) on the project. The DEA contains the staff's analysis of the potential environmental impacts of the project and has concluded that licensing the project, with appropriate environmental protective measures, would not constitute a major federal action that would significantly affect the quality of the human environment.

Copies of the DEA are available for review in the Public Reference Room, Room 2A, of the Commission's offices at 888 First Street, N.E., Washington, D.C. 20426.

Any comments should be filed within 30 days from the date of this notice and should be addressed to David P. Boergers, Secretary, Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426. For further information, contact Tim Looney, Environmental Coordinator, at (202) 219-2852.

Linwood A. Watson, Jr.,

Acting Secretary.

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ENVIRONMENTAL PROTECTION AGENCY

[FRL-6163-7]

Agency Information Collection Activities: Submission for OMB Review; Comment Request; Verification of Test Parameters and Parts Lists for Light-Duty Vehicles and Light-Duty Trucks

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the following Information Collection Request (ICR) has been forwarded to the Office of Management and Budget (OMB) for review and approval: Verification of Test Parameters and Parts Lists for Light-Duty Vehicles and Light-Duty Trucks, OMB Control Number 2060-0094, expiration date 12/31/98. The ICR describes the nature of the information collection and its expected burden and cost; where appropriate, it includes the actual data collection instrument.

DATES: Comments must be submitted on or before October 21, 1998.

FOR FURTHER INFORMATION: For a copy of the ICR, call Sandy Farmer at EPA, by phone at (202) 260-2740, by E-Mail at Farmer.Sandy@epamail.epa.gov or download off the Internet at <http://www.epa.gov/icr/icr.htm>, and refer to EPA ICR No. 0167.06.

SUPPLEMENTARY INFORMATION:

Title: Verification of Test Parameters and Parts Lists for Light-Duty Vehicles and Light-Duty Trucks, OMB Control Number 2060-0094, EPA ICR Number 0167.06, expiration date 12/31/98. This is a request for extension of a currently approved collection.

Abstract: The EPA tests in-use vehicles in order to enforce compliance with light-duty vehicle and light-duty truck emission standards. The Federal Test Procedure (FTP), which is used for determining compliance, requires test parameters and procedures that are necessary to conduct a valid test. Therefore, after EPA has selected these parameters and procedures from previously submitted manufacturer data, EPA gives the motor vehicle manufacturer the opportunity to review and verify that EPA has selected the correct parameters and procedures for vehicle emission testing. Providing part numbers gives the manufacturer the opportunity to help ensure that defective or incorrect parts will be replaced by those which the manufacturer feels are necessary to correctly evaluate the emissions performance of the vehicles tested. Though this information request is voluntary, EPA uses the manufacturers' input as part of the verification of EPA's work. If this information is not reviewed and provided by the manufacturers, EPA and the manufacturers may waste resources on tests that were performed improperly and the manufacturers may not have as much opportunity to participate in a compliance program

that has the potential to adversely affect them.

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 are listed in 40 CFR part 9 and 48 CFR chapter 15. The **Federal Register** Notice required under 5 CFR 1320.8(d), soliciting comments on this collection of information was published on May 8, 1998; no comments were received.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 2 hours per response. 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 light-duty vehicles and light-duty trucks.

Estimated Number of Respondents: 15.

Frequency of Response: On occasion.
Estimated Total Annual Hour Burden: 150.

Estimated Total Annualized Cost Burden: 0.

Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the following addresses. Please refer to EPA ICR No. 0167.06 and OMB Control No. 2060-0094 in any correspondence.

Ms. Sandy Farmer, U.S. Environmental Protection Agency, Office of Policy, Regulatory Information Division (2137), 401 M Street, SW, Washington, DC 20460
and

Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for EPA, 725 17th Street, NW, Washington, DC 20503

Dated: September 16, 1998.

Joseph Retzer,

Director, Regulatory Information Division.
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ENVIRONMENTAL PROTECTION AGENCY

[FRL-6163-6]

Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Approval of a Notification of Intent To Certify Equipment

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Agency approval of an application for equipment certification.

SUMMARY: The Agency received an application dated October 21, 1997 from the Engelhard Corporation (Engelhard) with principal place of business at 101 Wood Avenue, Iselin, New Jersey for certification of urban bus retrofit/rebuild equipment pursuant to 40 CFR 85.1404-85.1415. The equipment is applicable to Detroit Diesel Corporation's (DDC's) petroleum-fueled 6V92TA model engines having electronically controlled fuel injection (DDEC) of model years 1988 through 1993. On April 9, 1998 EPA published a notice in the **Federal Register** (63 FR 17411) that the notification had been received and made the notification available for public review and comment for a period of 45 days. EPA has completed its review and the Director of the Vehicle Programs and Compliance Division has determined that it meets the requirements for certification, conditioned on the terms discussed below in section IV. The effective date of certification is discussed below under **DATES**.

The certified equipment complies with the 0.10 gram per brake horsepower-hour (g/bhp-hr) particulate matter (PM) standard for the engines for which it is certified (see below). In addition, the equipment will be offered to all parties for \$7,940 or less (in 1992 dollars) incremental to the cost of a standard rebuild. Certification of the ETX equipment, as it applies to engines of model years 1988 through 1990, is conditioned upon Engelhard complying with the terms discussed below in section IV.

The certification of this equipment triggers requirements for all transit operators using compliance Program 1 (including engines certified to meet California emissions standards) that have engines in their fleet covered by this certification.