

CERCLA have been completed for the groundwater portion of the Site. Therefore, EPA proposes to delete the groundwater portion of the Site from the NPL.

List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous substances, Hazardous waste, Intergovernmental relations, Penalties, Reporting and recordkeeping requirements, Superfund, Water pollution control, Water supply.

Authority: 33 U.S.C. 1321(d); 42 U.S.C. 9601–9657; E.O. 13626, 77 FR 56749, 3 CFR, 2013 Comp., p. 306; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp., p. 351; E.O. 12580, 52 FR 2923, 3 CFR, 1987 Comp., p. 193.

Dated: July 31, 2019.

Cosmo Servidio,

Regional Administrator, EPA Region 3.

[FR Doc. 2019–17017 Filed 8–7–19; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 576

[Docket No. NHTSA–2019–0035]

RIN 2127–AL81

Record Retention Requirement; Proposed Rule; Correction

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Proposed rule; correction

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) published a document in the **Federal Register** of May 15, 2019, proposing changes to NHTSA’s records retention requirements. The document contained outdated information that is now being updated along with other minor corrections.

DATES: August 8, 2019.

ADDRESSES: You may submit written comments to the docket number identified in the heading of this document by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery or Courier:* U.S. Department of Transportation, West Building Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

- *Fax:* (202) 493–2251.

Regardless of how you submit your comments, please be sure you mention the docket number of this document located at the top of this notice in your correspondence.

You may call the Docket at 202–366–9826.

Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act discussion below.

Privacy Act: Anyone is able to search the electronic form of all comments received into our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement, in the **Federal Register** published on April 11, 2000. 65 FR 19477–78.

Confidential Information: If you wish to submit any information under a claim of confidentiality, you should submit two copies of your complete submission, including the information you claim to be confidential business information, and one copy with the claimed confidential business information deleted from the document, to the Chief Counsel, NHTSA, at the address given below under **FOR FURTHER INFORMATION CONTACT**. In addition, you should submit two copies, from which you have deleted the claimed confidential business information, to Docket Management at the address given above under **ADDRESSES**. When you send a comment containing information claimed to be confidential business information, you should follow the procedures set forth in 49 CFR part 512 and include a cover letter setting forth the information specified in our confidential business information regulation. 49 CFR part 512.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> and follow the online instructions for accessing the dockets or go to the street address listed above.

FOR FURTHER INFORMATION CONTACT: Thomas Healy, Trial Attorney, Office of the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590 (telephone: 202–366–2992).

SUPPLEMENTARY INFORMATION:

Correction

This notice is to correct citations included in a notice of proposed rulemaking published in the **Federal Register** on May 15, 2019, on amendments to the record retention requirements (84 FR 21741). NHTSA is correcting the following text in the **Federal Register** Document Number 2019–09844.

On page 21741, in first paragraph of the third column, correct “we have determined that a ten-year records retention requirement would ensure that the agency’s investigative needs are met without unnecessarily burdening manufacturers of motor vehicles and equipment.” to “we have determined that a ten-year records retention requirement would ensure that the agency’s investigative needs are met without unnecessarily burdening manufacturers of motor vehicles and equipment.”

On page 21742, in the third paragraph of the second column, correct “The average age of the United States light vehicle fleet has been trending upward reaching 11.6 years in 2016” to “The average age of the United States light vehicle fleet has been trending upward reaching 11.7 years in 2017.”

Again on page 21742, correct corresponding footnote 2 “Vehicles Getting Older: Average Age of Light Cars and Trucks in U.S. Rises Again in 2016 to 11.6 Years, HIS Markit Says, IHS Markit (Nov. 22, 2016), <https://news.ihsmarkit.com/press-release/automotive/vehicles-getting-older-average-age-lightcars-and-trucks-us-rises-again-2016> (last visited Sept. 19, 2018)” to “America’s Cars and Trucks are Getting Older, Business Insider (Aug. 22, 2018), <https://www.businessinsider.com/americas-cars-and-trucks-are-getting-older-2018-8> (last visited April 26, 2019).”

Yet again on page 21742, correct footnote 3, “Average Age of Automobiles and Trucks in Use, 1970–1999, Fed. Highway Admin., <https://www.fhwa.dot.gov/ohim/onh00/line3.htm> (last visited Sept. 19, 2018). From 1977 to 2017 the average of medium and heavy duty trucks increased from 11.6 years to 17.3 years and the average age of recreational vehicles increased from 4.5 years to 15.8 years. See Average Age of Automobiles and Trucks in Operation in the United States, Bureau of Transp. Statistics, <https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states> (last visited Sept. 19, 2018).” to “Average Age of Automobiles and Trucks in Use, 1970–1999, Fed.

Highway Admin., <https://www.fhwa.dot.gov/ohim/onh00/line3.htm> (last visited April 26, 2019). From 1977 to 2017, the average of medium and heavy duty trucks increased from 11.6 years to 17.3 years and the average age of recreational vehicles increased from 4.5 years to 15.8 years. See Average Age of Automobiles and Trucks in Operation in the United States, Bureau of Transp. Statistics, <https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states> (last visited April 26, 2019)."

Again on page 21742, correct footnote 4, "Average age of cars on U.S. roads breaks record, USA Today (July 29, 2015), <http://www.usatoday.com/story/money/2015/07/29/new-car-sales-soaring-but-cars-getting-older-too/30821191/> (last visited May 11, 2018) (citing an IHS Automotive study)." to "Average age of cars on U.S. roads breaks record, USA Today (July 29, 2015), <http://www.usatoday.com/story/money/2015/07/29/new-car-sales-soaring-but-cars-getting-older-too/30821191/> (last visited April 26, 2019) (citing an IHS Automotive study)."

On page 21743, in the first column, correct "At the time, NHTSA determined that the costs of extending the records requirement to eight years outweigh the benefits" to "At the time, NHTSA determined that the costs of extending the records requirement to eight years outweighed the benefits."

Again on page 21743, correct footnote 13, "Child restraint system manufacturers are not required to report property the number of damage claims they received and tire manufacturers are only required to report the number of property damage claims and warranty adjustments." to "Child restraint system manufacturers are not required to report the number of property damage claims they received and tire manufacturers are only required to report the number of property damage claims and warranty adjustments."

Issued in Washington, DC, under authority delegated in 49 CFR 1.95 and 501.5.

Heidi Renate King,

Deputy Administrator.

[FR Doc. 2019-16844 Filed 8-7-19; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 300 and 679

[Docket No. 190802-0009]

RIN 0648-BH94

Pacific Halibut Fisheries; Revisions To Catch Sharing Plan and Domestic Management Measures in Alaska

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed rule; request for comments.

SUMMARY: NMFS proposes regulations that would require Charter Halibut Permits (CHPs) to be registered annually with NMFS. In 2010, NMFS implemented a Charter Halibut Limited Access Program that issued a limited number of CHPs to persons who operate in the guided sport (charter) halibut fishery on the waters of International Pacific Halibut Commission Regulatory Areas 2C and 3A. The proposed annual registration of CHPs is intended to improve the enforcement of CHP transfer limitations and ownership caps, as well as provide additional information to NMFS and the North Pacific Fishery Management Council on any changes in CHP ownership and participation.

DATES: Comments must be received no later than September 9, 2019.

ADDRESSES: You may submit comments, identified by FDMS Docket Number NOAA-NMFS-2018-0076, by any of the following methods:

- *Federal eRulemaking Portal:* Go to www.regulations.gov/#/docketDetail;D=NOAA-NMFS-2018-0076, click the "Comment Now!" icon, complete the required fields, and enter or attach your comments.

- *Mail:* Submit written comments to Glenn Merrill, Assistant Regional Administrator, Sustainable Fisheries Division, Alaska Region NMFS, Attn: James Bruschi. Mail comments to P.O. Box 21668, Juneau, AK 99802-1668.

Instructions: NMFS may not consider comments sent by any other method, to any other address or individual, or received after the end of the comment period. All comments received are a part of the public record and will generally be posted for public viewing on <http://www.regulations.gov> without change. All personal identifying information (e.g., name, address), confidential business information, or

otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NMFS will accept anonymous comments (enter N/A in the required fields if you wish to remain anonymous).

Electronic copies of the Categorical Exclusion and the Regulatory Impact Review (RIR) prepared for this action are available from <http://www.regulations.gov> or from the NMFS Alaska Region website at <http://alaskafisheries.noaa.gov>.

Written comments regarding the burden-hour estimates or other aspects of the collection-of-information requirements contained in this rule may be submitted to NMFS at the above address and by email to OIRA_Submission@omb.eop.gov or fax to 202-395-5806.

FOR FURTHER INFORMATION CONTACT: Doug Duncan, 907-586-7228.

SUPPLEMENTARY INFORMATION:

Authority for Action

The International Pacific Halibut Commission (IPHC) and NMFS manage fishing for Pacific halibut (*Hippoglossus stenolepis*) through regulations established under authority of the Northern Pacific Halibut Act of 1982 (Halibut Act). The IPHC adopts regulations governing the Pacific halibut fishery under the Convention between the United States and Canada for the Preservation of the Halibut Fishery of the North Pacific Ocean and Bering Sea (Convention), signed at Ottawa, Ontario, on March 2, 1953, as amended by a Protocol Amending the Convention (signed at Washington, DC, on March 29, 1979). For the United States, regulations developed by the IPHC are subject to acceptance by the Secretary of State with concurrence by the Secretary of Commerce. After acceptance by the Secretary of State and the Secretary of Commerce, NMFS publishes the IPHC regulations in the **Federal Register** as annual management measures pursuant to 50 CFR 300.62.

The Halibut Act, at sections 773c(a) and (b), provides the Secretary of Commerce with general responsibility to carry out the Convention and the Halibut Act. In adopting regulations that may be necessary to carry out the purposes and objectives of the Convention and the Halibut Act, the Secretary of Commerce is directed to consult with the Secretary of the department in which the U.S. Coast Guard is operating, currently the Department of Homeland Security.

The Halibut Act, at section 773c(c), also provides the North Pacific Fishery Management Council (Council) with