15052 Federal Register / Vol. 60, No. 55 / Wednesday, March 22, 1995 / Rules and Regulations QUARTERLY REPORT—Continued Docket No. Location Type Effective

date

13–94–040... Queets to Port of Benton, WA...................................... Safety Zone.......... 10/20/94
13–94–041... Queets to Port of Benton, WA...................................... Safety Zone.......... 10/29/94

13–94–042... Bremerton to Queets, WA.. Safety Zone.......... 10/28/94
13–94–043... Astoria, OR... Safety Zone.......... 10/26/94
13–94–044... Puget Sound, WA... Security Zone....... 11/6/94

13–94–045... Puget Sound, WA... Safety Zone.......... 11/9/94
14–94–002... Kawaihae, Kona, HI.. Safety Zone.......... 12/21/94

14–94–003... Waikiki, Oahu, HI.. Safety Zone.......... 12/31/94

[FR Doc. 95–6948 Filed 3–21–95; 8:45 am] BILLING CODE 4910–14–M

33 CFR Part 100

[CGD 05–95–007] Special Local Regulations for Marine Events; 16th Annual Safety-at-Sea Seminar, Severn River, Annapolis, MD

AGENCY: Coast Guard, DOT. ACTION: Notice of implementation. SUMMARY: This notice implements 33 CFR 100.511 for the 16th Annual Safety- at-Sea Seminar, an annual event to be held April 1, 1995, on the Severn River, at Annapolis, Maryland. These special

local regulations are necessary to

control vessel traffic within the

immediate vicinity of the U.S. Naval Academy during the Pyrotechnic Display, Helicopter Rescue Demonstration, and Sail Training Craft Maneuver Demonstration. The effect will be to restrict general navigation in

this area for the safety of the spectators and the participants in these events. EFFECTIVE DATES: The regulations in 33 CFR 100.511 are effective from 11 a.m. to 3:30 p.m. on April 1, 1995. FOR FURTHER INFORMATION CONTACT: Mr. Stephen Phillips, Chief, Boating Affairs Branch, Boating Safety Division, Fifth Coast Guard District, 431 Crawford

Street, Portsmouth, Virginia 23704–

5004, (804) 398–6204, or Commander, Coast Guard Group Baltimore, (410) 576–2516. Drafting Information: The drafters of this notice are QM2 Gregory C. Garrison, project officer, Boating Affairs Branch, Boating Safety Division, Fifth Coast Guard District, and LCDR C. Abel, project attorney, Fifth Coast Guard District Legal Staff. Discussion of Regulation: The U.S. Naval Academy, Annapolis, Maryland, submitted an application to hold the 16th Annual Safety-at-Sea Seminar on

the Severn River just off the Robert Crown Sailing Center, U.S. Naval Academy, Annapolis, Maryland. The

event includes demonstrations of life

rafts, pyrotechnics, use of anti-exposure

suits, man overboard procedures, and a helicopter rescue. Since this event is of
the type contemplated by these

regulations, the safety of the participants will be enhanced by the

implementation of the special local regulations. Commercial traffic should

not be severely disrupted. Dated: February 27, 1995. W.J. Ecker, Rear Admiral, Coast Guard, Commander, Fifth Coast Guard District. [FR Doc. 95–6953 Filed 3–21–95; 8:45 am] BILLING CODE 4910–14–M

33 CFR Part 110

[CGD09 93–033] Special Anchorage Area, Lake Superior, La Pointe Harbor, Madeline

Island, WI AGENCY: Coast Guard, DOT. ACTION: Final rule. SUMMARY: The Coast Guard is establishing a Special Anchorage Area on Lake Superior, La Pointe Harbor, Madeline Island, Wisconsin. Several boats already use this area for permanent anchorage. Use of the area

for anchorage has been growing steadily
over the years and it has become

apparent there is a significant public need for this Special Anchorage Area. The intended effect of this Special Anchorage Area is reduce risk of vessel collisions within the designated area. EFFECTIVE DATE: March 22, 1995. FOR FURTHER INFORMATION CONTACT: Marine Science Technician Second Class Jeffrey M. Yunker, Ninth Coast Guard District, Aids to Navigation and Waterways Management Branch, Room
2083, 1240 East Ninth Street, Cleveland, Ohio, 44199–2060, (216) 522–3990. SUPPLEMENTARY INFORMATION: Drafting Information: The drafters of this notice are Lieutenant Junior Grade, Byron D. Willeford, Project Officer, Ninth Coast Guard District, Aids to Navigation and Waterways Management Branch, and Lieutenant Karen

E. Lloyd, Project Attorney, Ninth Coast Guard District Legal Office. Regulatory History On December 13, 1993, the Coast Guard published a notice of proposed
rulemaking entitled Special Anchorage Area, Lake Superior, La Pointe Harbor, Madeline Island, WI in the Federal Register (58 FR 65140). The deadline for

the submission of comments was

January 27, 1994. The Coast Guard

received no letters commenting on the proposal. A public hearing was not requested and one was not held. The Commander, Ninth Coast Guard District has decided to publish the final rule as proposed. Background and Purpose On March 3, 1993, the Madeline

Island Youth Sailing Club, requested
that a Special Anchorage Area be
established in the port of La Pointe in

the vicinity of Madeline Island Marina, La Pointe, Wisconsin. The club operates Seascout Ship Number 336 of the Boy Scouts of America. They are a non-profit organization providing sailboat training

and boating safety education to the

community. The Town of La Pointe, Town Board of Supervisors, support this

request. The intended effect of this Special Anchorage Area is to reduce the

risk of vessel collisions within the designated area. Use of the area for anchorage has been growing steadily

over the years and it has become

apparent there is a significant public need for this Special Anchorage Area. Federalism Implications This action has been analyzed in

accordance with the principles and

criteria contained in Executive Order 12612, and it has been determined that

the rulemaking does not have sufficient

federalism implications to warrant the preparation of a Federialism

Assessment. Environment The Coast Guard has considered the

environmental impact of this regulation
and concluded that, under section

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2.B.2.c of Coast Guard Commandant

Instruction M16475.1B, it is categorically excluded from further environmental documentation. Economic Assessment and Certification This regulation is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review
by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard

expects the economic impact of this

regulation to be so minimal that a full Regulatory Evaluation under paragraph

10e of the regulatory policies and

procedures of the DOT is unnecessary. Collection of Information This regulation will impose no

collection of information requirements under the Paperwork Reduction Act, 44 U.S.C. 3501 et seq. List of Subjects in 33 CFR Part 110 Anchorage grounds, Navigation
(water). Final Regulation

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 110 as follows: PART 110—[AMENDED] 1. The authority citation for part 110

continues to read as follows: Authority: 33 U.S.C. 471, 2030, 2035 and
2071; 49 CFR 1.46 and 33 CFR 1.05–1(g). Section 110.1a and all subsections

thereunder are also issued under 33 U.S.C. 1223 and 1231. 2. In part 110, a new § 110.77b is added to read as follows: § 110.77b Madeline Island, WI. The water are in La Pointe Harbor, Madeline Island, Wisconsin, enclosed

by: Latitude Longitude 46°46.3′ N........ 090°47.1′ W, to

46°46.6′ N........ 090°47.2′ W, to
46°46.7′ N........ 090°47.2′ W, thence

along the natural shoreline and structures to: 46°46.3′ N........ 090°47.1′ W. Dated: March 8, 1995. Rudy K. Peschel, Rear Admiral, Coast Guard, Commander, Ninth Coast Guard District. [FR Doc. 95–6955 Filed 3–21–95; 8:45 am] BILLING CODE 4910–14–M

33 CFR Part 165

[CGD13–95–002] Safety Zone Regulation: Bremerton, Washington, to Queets, Washington AGENCY: Coast Guard, DOT. ACTION: Temporary final rule; correction. SUMMARY: This document contains corrections to the temporary final regulations (CGD13–95–002) which were published Monday, March 6, 1995

(60 FR 12112). The regulations established a temporary safety zone

around vessels transiting from

Bremerton, Washington to Queets, Washington. EFFECTIVE DATE: March 22, 1995. FOR FURTHER INFORMATION CONTACT: LTJG K. Paquette, c/o Captain of the Port Puget Sound, 1519 Alaskan Way South, Seattle, Washington, 98134, (206) 217–6232. SUPPLEMENTARY INFORMATION: Background The regulations that are the subject of

these corrections established a

temporary moving safety zone around
two towing vessels and a barge
transiting from Bremerton, Washington
to Queet, Washington. The final rule
erroneously states the name of the barge

to be ‘‘NESTUCCA’’. The correct name of the barge is ‘‘EDGECUMBE’’. Need for Correction As published, the final rule contained

errors which would make the safety
zone ineffective and therefore must be

corrected. Correction of Publication Accordingly, the publication on March 6, 1995, of the temporary final rule (CGD13–95–002) which was the

subject of FR Doc. 95–5385, is corrected

as follows: 1. Beginning on page 12112 in the

first column, change ‘‘NESTUCCA’’ to
‘‘EDGECUMBE’’ wherever it appears in

the preamble. 2. In § 165.T13–002, on page 12113 in

the first column, in paragraph (a),

‘‘NESTUCCA’’ should read

‘‘EDGECUMBE’’. 3. In § 165.T13–002, on page 12113 in

the second column, in paragraph (d),

‘‘NESTUCCA’’ should read

‘‘EDGECUMBE’’. Dated: March 13, 1995. R.K. Softye, Captain, U.S. Coast Guard, Captain of the Port Puget Sound. [FR Doc. 95–6951 Filed 3–21–95; 8:45 am] BILLING CODE 4910–14–M

ENVIRONMENTAL PROTECTION
AGENCY

40 CFR Part 52

[OH61–1–6381a; FRL–5175–2] Approval and Promulgation of

Implementation Plans; Ohio AGENCY: United States Environmental Protection Agency (USEPA). ACTION: Final rule. SUMMARY: The USEPA is approving, as
revisions to the ozone portion of the Ohio State Implementation Plan (SIP), through direct final procedure, Ohio’s 1990 base-year ozone precursor emissions inventory for the Toledo and Dayton ozone nonattainment areas. These emissions inventories were

submitted to satisfy a Federal requirement that States containing ozone nonattainment areas submit
inventories of actual ozone precursor emissions for the year 1990. The Ohio
ozone nonattainment areas covered by

this rulemaking are Toledo (Lucas and Wood Counties) and Dayton (Clark, Greene, Miami, and Montgomery Counties). DATES: This final rule will be effective May 22, 1995 unless an adverse
comment is received by April 21, 1995. If the effective date of this action is delayed due to adverse comments, timely notice will be published in the Federal Register. ADDRESSES: Written comments should
be mailed to: William L. MacDowell, Chief, Regulation Development Section, Air Enforcement Branch (AE–17J), USEPA, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604. Copies of the State submittal and USEPA’s analysis of it are available for

inspection at the following address (It is
recommended that you contact Richard

Schleyer at (312) 353–5089 before visiting the Region 5 Office.) Regulation Development Section, Air Enforcement Branch (AE–17J), USEPA, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604. FOR FURTHER INFORMATION CONTACT: Richard Schleyer, Environmental Engineer, Regulation Development Section, Air Enforcement Branch (AE–
17J), USEPA, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353–5089. SUPPLEMENTARY INFORMATION: I. Background
Section 182(a)(1) of the Clean Air Act Amendments of 1990 (Act) requires States with ozone and carbon monoxide
(CO) nonattainment areas to submit a