

proposed rule change SR-NASD-95-7 be, and hereby is, approved.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>9</sup>

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 95-12459 Filed 5-19-95; 8:45 am]

BILLING CODE 8010-01-M

## SMALL BUSINESS ADMINISTRATION

[License No. 02/72-0560]

### LEG Partners SBIC, L.P.; Notice of Issuance of a Small Business Investment Company License

On Friday, December 16, 1994, a notice was published in the **Federal Register** (Vol. 59, No. 241, FR 65115) stating that an application had been filed by LEG Partners SBIC, L.P., at 230 Park Avenue, 21st Floor, New York, NY 10169, with the Small Business Administration (SBA) pursuant to § 107.102 of the Regulations governing small business investment companies (13 CFR 107.102 (1994)) for a license to operate as a small business investment company.

Interested parties were given until close of business Monday, January 2, 1995 to submit their comments to SBA. No comments were received.

Notice is hereby given that, pursuant to section 301(c) of the Small Business Investment Act of 1958, as amended, after having considered the application and all other pertinent information, SBA issued License No. 02/72-0560 on April 6, 1995, to LEG Partners SBIC, L.P. to operate as a small business investment company.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Dated: May 16, 1995.

**Robert D. Stillman,**

*Associate Administrator for Investment.*

[FR Doc. 95-12479 Filed 5-19-95; 8:45 am]

BILLING CODE 8025-01-M

[License No. 08/78-0150]

### North Dakota Small Business Investment Company, L.P.; Issuance of a Small Business Investment Company License

On January 24, 1995, a notice was published in the **Federal Register** (60 FR 4653) stating that an application had been filed by North Dakota Small Business Investment Company, 502

First Avenue North, P.O. Box 1389, Fargo, North Dakota 58107, with the Small Business Administration (SBA) pursuant to Section 107.102 of the Regulations governing small business investment companies (13 CFR 107.102 (1994)) for a license to operate as a small business investment company.

Interested parties were given until close of business February 8, 1995 to submit their comments to SBA. No negative comments were received.

Notice is hereby given that, pursuant to Section 301(c) of the Small Business Investment Act of 1958, as amended, after having considered the application and all other pertinent information, SBA issued License No. 08/78-0150 on May 9, 1995, to North Dakota Small Business Investment Company, L.P. to operate as a small business investment company.

The Licensee has initial private capital of \$5.1 million, and Mr. David R. Schroder will manage the fund. No individual investor will own more than 10% of the licensee.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Dated: May 16, 1995.

**Robert D. Stillman,**

*Associate Administrator for Investment.*

[FR Doc. 95-12435 Filed 5-19-95; 8:45 am]

BILLING CODE 8025-01-M

## DEPARTMENT OF THE TREASURY

### Customs Service

[T.D. 95-44]

#### Retraction of revocation Notice

**AGENCY:** U.S. Customs Service, Department of the Treasury.

**ACTION:** General Notice.

**SUMMARY:** The following Customs broker license number was erroneously included in a list of revoked Customs brokers licenses in the Monday March 27, 1995, **Federal Register** Vol. 60, No 58.

Tory Erickson—12605

License 12605, issued in the Los Angeles Customs district, remains a valid license.

Dated: May 16, 1995.

**Philip Metzger,**

*Director, Trade Compliance.*

[FR Doc. 95-12465 Filed 5-19-95; 8:45 am]

BILLING CODE 4820-02-P

[T.D. 95-43]

#### Retraction of Revocation Notice

**AGENCY:** U.S. Customs Service, Department of the Treasury.

**ACTION:** General notice.

**SUMMARY:** The following Customs broker license number was erroneously included in a list of revoked Customs brokers licenses in the Friday, April 28, 1995, **Federal Register** Vol. 60, No. 82.

Regina M. Farnin—11771

License 11771, issued in the Los

Angeles Customs district, remains a valid license.

Dated: May 16, 1995.

**Philip Metzger,**

*Director, Trade Compliance.*

[FR Doc. 95-12466 Filed 5-19-95; 8:45 am]

BILLING CODE 4820-02-P

## TENNESSEE VALLEY AUTHORITY

### Environmental Impact Statement: Coal Receiving Systems—Kingston Fossil Plant

**AGENCY:** Tennessee Valley Authority.

**ACTION:** Notice of intent.

**SUMMARY:** The Tennessee Valley Authority (TVA) will prepare an Environmental Impact Statement (EIS) for a proposed coal receiving system at its Kingston Fossil Plant located at the confluence of the Clinch and Emory Rivers near Kingston in east Tennessee. Coal is currently delivered to Harrisman, Tennessee by both Norfolk Southern and CSX railroads and then is transferred to a Norfolk Southern rail line for shipment to the plant. This two-line transfer increases TVA's fuel transportation costs. As a result, TVA is exploring alternative ways to deliver fuels to the plant site. These alternatives include overland conveying systems (both straight-line and flexible) and a new rail spur.

**DATES:** Comments on the scope of the EIS must be received on or before June 30, 1995. TVA anticipates holding a public meeting in Kingston or Harriman in June to discuss the project and obtain comments on the scope of the EIS. The time and location of this meeting will be announced in local news media.

**ADDRESSES:** Written comments should be sent to Dale Wilhelm, National Environmental Policy Act Liaison, Tennessee Valley Authority, WT 8C, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1499.

**FOR FURTHER INFORMATION CONTACT:** David Robinson, Fossil Fuels, Tennessee Valley Authority, 1101

<sup>9</sup> 17 CFR 200.30-3(a)(12).

market Street, LP 5H, Chattanooga, Tennessee 37402-2801, telephone (615) 751-2502.

**SUPPLEMENTARY INFORMATION:** TVA currently receives four million tons of coal per year via rail shipment to its Kingston Fossil plant located at the confluence of the Clinch and Emory rivers in east Tennessee near the towns of Kingston and Harriman. Coal is shipped to Harriman, Tennessee by both Norfolk Southern and CSX, and is then transported over a short Norfolk Southern spur to a TVA-owned line and into the rail car storage yard at the Kingston plant. The costs associated with this additional transfer and transport over a short spur line have encouraged TVA to assess other methods of transporting the coal into the plant. Transportation system and economic studies resulted in the identification of several alternative solutions to this situation. All the feasible solutions involved the construction of a new transportation system to move coal from Harriman to the plant site.

Preliminary field evaluations have indicated that reasonable alternatives to provide this coal transport access include the use of a straight-line conveyor, a flexible conveyor, or a new rail spur terminating at the coal stockpiles. TVA will also consider the "no action" alternative which would be a continuation of shipments over the Norfolk Southern spur from Harriman.

Alternatives that are considered uneconomical or infeasible include use of barges, and a slurry pipeline. These latter alternatives would not be further assessed.

Alternative transportation system routes that have initially been identified originate primarily northeast of Harriman, parallel the Emory River for about a mile before dropping almost straight south to the plant site. TVA invites the public to comment on the initial routing alternatives and to suggest other possible alternatives.

#### **Proposed Issues to Be Addressed**

The EIS will discuss the proposed need for the project and describe the existing environmental, cultural, and recreational resources. It will describe TVA's siting and location process for the transport system and associated facilities and potential impacts on the above resources resulting from construction, operation, and maintenance. Specifically TVA will evaluate potential impacts to vegetation, wildlife, aquatic ecology, endangered and threatened species, wetlands and wetland wildlife, aesthetics and visual resources, land use, and noise associated with construction and operation of the system. These factors and others identified during the scoping process as well as engineering and economic considerations will be used to select the preferred alternative for coal transport into the plant from the CSX line.

#### **Scoping Process**

The scoping process will include interagency and public scoping. The public is invited to submit written comments on the scope of this analysis by June 30 and/or attend the public meeting that will be announced in area news media prior to the meeting. Federal and state agencies to be included in the interagency scoping are: U.S. Army Corps of Engineers; the U.S. Coast Guard, the U.S. Fish and Wildlife Service; and various State of Tennessee agencies including the Tennessee Wildlife Resources Agency, the Department of Environment and Conservation, and the Tennessee Historical Commission, among others.

Based on the scoping comments, TVA will develop a range of alternatives to be assessed in the EIS. Following analysis of the environmental consequences of each alternative, TVA will prepare a draft EIS for public review and comment. Notice of availability of the draft EIS will be announced, comments on the draft solicited, and information about possible future public meetings will be published at a future date. TVA expects to release a final EIS in mid 1996.

Dated: May 12, 1995.

**Kathryn J. Jackson,**

*Senior Vice President/Resource Group.*

[FR Doc. 95-12488 Filed 5-19-95; 8:45 am]

BILLING CODE 8120-01-M