

Hoecker, William L. Massey, and Donald F. Santa, Jr.

Introduction

For the reasons stated below, we will allow a 30-day extension of time, until July 6, 1995, for the filing of preliminary comments in this proceeding.

Background

On March 29, 1995, the Commission issued *Real-Time Information Networks*, Notice of Technical Conference and Request for Comments, 60 FR 17726 (Apr. 7, 1995), 70 FERC ¶161,360 (1995) (Notice), that initiated this proceeding and invited comments in preparation for a forthcoming technical conference. The Notice invited interested persons to file preliminary comments on or before June 6, 1995, and to participate in a technical conference where they can make oral presentations on their positions.

On May 4, 1995, New England Power Pool (NEPOOL) participants filed a motion that requested a 60-day extension, until August 7, 1995, for the filing of comments in response to the Notice. This same request was made in a similar motion filed by members of the Pennsylvania-New Jersey-Maryland Interconnection (PJM) on May 5, 1995, in a letter from the Northeast Power Coordinating Council (NPCC) filed on May 8, 1995, and in a joint motion by the Edison Electric Institute (EEI) and the American Public Power Association (APPA) filed on May 19, 1995. Additionally, the member systems of the New York Power Pool filed a letter in support of the NEPOOL request on May 16, 1995.

Discussion

We will allow a 30-day extension of time—until July 6, 1995—to file preliminary comments. In granting this extension, we have balanced the nature and complexity of the issues presented and the efforts that interested persons need to exert in order to respond to these issues, against the need to take final action in this proceeding no later than the time that we take final action on our notice of proposed rulemaking on open access non-discriminatory transmission service.¹ We emphasize that the two proceedings need to run on parallel tracks if we are to successfully implement non-discriminatory open access and minimize uncertainty to utilities who will be required to comply

with the Commission's final requirements in both proceedings. We believe a 30-day extension of time properly balances these competing concerns.

Additionally, we emphasize that we are requesting parties to file *preliminary* comments. The Notice describes a process—of which the preliminary comments, now due on or before July 6, 1995, are just the first step. These comments are being solicited to help the Commission prepare for the forthcoming technical conference, by identifying the issues important to the participants, how far along the participants are in identifying possible means to accomplish the Commission's objectives, or possible obstacles to particular approaches that the Commission needs to consider. Following the technical conference, there will be other opportunities for participants to comment. Moreover, participants will not be limited to the issues, approaches, arguments, and concerns that they present at this stage of the proceeding. We fully expect that participants' recommendations may change as the proceeding progresses.

We are now only at the beginning of what we hope will be an iterative, consensus-building process. Given the important and complex work yet to be done, it is imperative that we avoid any additional delay at this early stage of the process. We, therefore, will grant only a 30-day extension of time, and will deny the requested 60-day extension of time.

The Commission Orders

The motions filed by NEPOOL, PJM, EEI, APPA, and NPCC for extensions of time to file comments are hereby granted in part, to allow a 30-day extension of time. All preliminary comments will now be due on or before July 6, 1995.

By the Commission.

Lois D. Cashell,

Secretary.

[FR Doc. 95-14662 Filed 6-14-95; 8:45 am]

BILLING CODE 6717-01-P

DEPARTMENT OF TRANSPORTATION

Saint Lawrence Seaway Development Corporation

33 CFR Part 401

Seaway Regulations and Rules: Miscellaneous Amendments

AGENCY: Saint Lawrence Seaway Development Corporation, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Saint Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority of Canada publish joint Seaway Regulations. As a result of discussions with the Authority, it has been determined that a number of existing regulations need to be amended for clarification or simplification. In addition, several substantive changes are being proposed, specifically: changing the maximum allowable beam from 23.16 m (76 feet) to 23.8 m (78 feet), with certain, practical conditions applied; reducing the security deposit for certain vessels; and requiring permanent fenders, with a phase-in period. The first two of these proposals are intended to encourage increased usage of the Seaway while the third is intended to increase the safety for both the Corporation's and the Authority's locks and the vessels transiting.

DATES: Any party wishing to present views on the proposed amendments may file comments with the Corporation on or before July 17, 1995.

ADDRESSES: Send comments to Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, 400 Seventh Street SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, 400 Seventh Street SW., Washington, DC 20590, (202) 366-6823.

SUPPLEMENTARY INFORMATION: As a result of discussions with the Saint Lawrence Seaway Authority of Canada, the Saint Lawrence Seaway Development Corporation proposes to amend the Seaway Regulations and Rules in 33 CFR Part 401 as described in the following summary.

Section 401.3, "Maximum vessel dimensions", would be amended by revising paragraph (a), removing paragraph (d)(1), and adding a new paragraph (e) to change the maximum allowable beam from 23.16 m (76 feet) to 23.8 m (78 feet) and simplify the approval process for vessels exceeding 23.2 m., with practical conditions applied for such things as vessel configuration and weather conditions.

Section 401.6, "Markings", would be amended by revising paragraphs (a) and (b) to round off the length requirements from 19.8 m to 20.0 m and from 117 m to 110 m, respectively, for simplification and consistency with the international collision regulations. To alleviate safety problems caused by portable fender usage, § 401.7, "Fenders", would be revised to require, as a rule, permanent fenders of a specified type, with only occasional deployment of portable fenders allowed on a single transit basis,

¹ See Promoting Wholesale Competition Through Open Access Non-Discriminatory Transmission Services by Public Utilities and Recovery of Stranded Costs by Public Utilities and Transmitting Utilities, Notice of Proposed Rulemaking and Supplemental Notice of Proposed Rulemaking, 60 FR 17662 (Apr. 7, 1995), IV FERC Stats. & Regs. ¶ 32,514 (1995).

with a phase-in period until the beginning of the 1997 navigation season to ease transition.

Section 401.9, "Radiotelegraph equipment", would be amended by revising paragraph (a) to round off the length requirement for self-propelled vessels from 19.8 m to 20.0 m for simplification.

Section 401.10, "Mooring lines", would be amended by revising paragraphs (b) and (c) to routinely allow synthetic lines since vessels now use them routinely and safely worldwide.

Section 401.13, "Hand lines", would be amended by revising paragraph (b) to require hand lines to have a diameter of between 12 and 20 mm and a minimum length of 35 m with uniform thickness throughout to avoid jamming on the car haulers and bollards that has occurred because of splicing of uneven pieces.

Section 401.26, "Security for tolls", would be amended by revising paragraph (d) to reduce the security required where a number of vessels, for each of which a preclearance application has been approved, are owned or controlled by the same individual or company and have the same representative. Security for tolls for these vessels would not be required if every toll account received in the preceding five years has been paid within forty-five days after the vessel enters the Seaway.

Section 401.42, "Passing hand lines", would be amended by revising paragraph (a)(1) to change "linesmen" to "linehandlers" for gender neutrality.

Section 401.43, "Mooring table", would be amended by deleting the unnecessary references to specific locations for simplification.

Section 401.45, "Emergency procedure", would be amended to requiring the Master to be responsible for giving the signal in an emergency upon entering the locks to make the practice consistent in both Canadian and U.S. locks and, for safety purposes, by requiring mooring lines to be put out as quickly as possible.

Section 401.52, "Limit of approach to a bridge", would be amended by revising paragraph (b) to change "Caughnawaga" to "Kahnawake", as it is now commonly known.

Section 401.64, "Calling in", would be amended by revising paragraph (e) to make the master solely responsible because it is his or hers, not the pilot's responsibility.

Section 401.65, "Communication—ports, docks, and anchorages", would be amended by revising paragraph (a)(1) to round off 0.87 of a nautical mile to 1 nautical mile for simplification and by removing that part of paragraph (c) that

refers to dangerous cargo reporting and placing its substance in § 401.66, which is a more appropriate location.

Section 401.66, "Applicable laws", would be amended by redesignating the current text as paragraph (a) and adding a new paragraph (b), which would be the text removed from § 401.65(c) amended to change the dangerous cargo reporting and filing requirements to reflect the practice instituted by the Canadian Authority under Seaway Notice No. 2 of 1993.

Section 401.71, "Signals—explosive or hazardous cargo vessels", would be amended by deleting paragraph (b) and revising current paragraph (a) to combine the requirements for explosive and hazardous vessels into one to be consistent with the international collision regulations.

Section 401.72, "Reporting—explosive and hazardous cargo vessels", would be amended by adding new paragraphs (e), (f), (g), and (h) to require certain information on load plans concerning dangerous cargo to ensure enhanced safety, reflecting the practice instituted by the Authority under Seaway Notice No. 2 of 1993.

Section 401.75, "Payment of tolls", would be amended to provide that every toll invoice shall be paid in Canadian or American funds within forty-five days after the vessel enters the Seaway and any adjustment of the amount payable shall be provided for in a subsequent invoice, which is consistent with the proposed new policy on reduced security as proposed for § 401.26(d).

Section 401.84, "Reporting of impairment or other hazard by vessels transiting within the Seaway", would be amended by revising paragraph (c) to reflect that the reporting requirements cover the equipment listed in Schedule I as well.

Section 401.89, "Transit refused", would be amended by revising paragraph (a)(1) to transit refusal may be based upon the equipment requirements in Schedule I as well when transiting Canadian waters.

Section 401.91, "Removal of obstructions", would be amended to remove the words "take such action * * * as the Corporation or the Authority deem necessary" as superfluous.

Section 401.94, "Keeping copy of regulations", would be amended to require that, in addition to a copy of the Regulations, a copy of the vessel's latest Ship Inspection Report, and Seaway Notices for the navigation year shall be kept on board each vessel, which reflects the routine requirement for this documentation for inspection and reference purposes.

Schedule I, "VESSELS TRANSITING U.S. WATERS", would be amended by revising paragraph (d)(3) to require, for each vessel with a fixed propeller, a table of shaft revolutions per minute, for a representative range of speeds, and a notice showing any critical range of revolutions at which the engine designers recommend that the engine not be operated on a continuous basis because this information is necessary for officers or pilots having conduct of the vessel.

Schedule II, "Table of Speeds", would be amended by revising item 4 to reduce the allowable speeds in the area covered, by revising item 6 to reduce the allowable speeds the area covered and include the areas now covered by items 7 through 10 under item 6's allowable speed limits to eliminate varying speed areas, reduce speeding violations, and reduce vessel wake damages. Current items 7 through 10 would be removed and current items 11 through 15 would be renumbered accordingly.

Appendix I, "Vessel Dimensions", would be amended by revising the second undesignated paragraph after paragraph (b) to round off "23.16 m" to "23.2 m" for simplification and conformity with the proposed amendment to § 401.3.

Regulatory Evaluation

This proposed regulation involves a foreign affairs function of the United States, and therefore, Executive Order 12866 does not apply. This proposed regulation has also been evaluated under the Department of Transportation's Regulatory Policies and Procedures and the proposed regulation is not considered significant under those procedures and its economic impact is expected to be so minimal that a full economic evaluation is not warranted.

Regulatory Flexibility Act Determination

The Saint Lawrence Seaway Development Corporation certifies that this proposed regulation, if adopted, would not have a significant economic impact on a substantial number of small entities. The St. Lawrence Seaway Regulations and Rules primarily relate to the activities of commercial users of the Seaway, the vast majority of whom are foreign vessel operators. Therefore, any resulting costs will be borne mostly by foreign vessels.

Environmental Impact

This proposed regulation does not require an environmental impact statement under the National Environmental Policy Act (49 U.S.C.

4321, *et seq.*) because it is not a major federal action significantly affecting the quality of human environment.

Federalism

The Corporation has analyzed this proposal under the principles and criteria in Executive Order 12612 and has determined that this proposal does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

List of Subjects in 33 CFR Part 401

Hazardous materials transportation, Navigation (water), Radio reporting and record keeping requirements, Vessels, Waterways.

Accordingly, the Saint Lawrence Seaway Development Corporation proposes to amend Part 401—Seaway Regulations and Rules (33 CFR part 401) as follows:

PART 401—[AMENDED]

1. The authority citation for part 401 continues to read as follows:

Authority: 68 Stat. 93–96 (33 U.S.C. 981–990), as amended; Sec. 104, Pub. L. 92–340, 86 Stat 424 (49 CFR 1.50a) (37 FR 21943), unless otherwise noted.

2. Section 401.3 would be amended by revising paragraphs (a) and (d) and adding a new paragraph (e) to read as follows:

§ 401.3 Maximum vessel dimensions.

(a) Subject to paragraph (e) of this section, no vessel of more than 222.5 m in overall length or 23.8 m in extreme breadth shall transit.

* * * * *

(d) No vessel's hull or superstructure when alongside a lock wall shall extend beyond the limits of the lock wall, as illustrated in Appendix I of this part.

(e) A vessel having a beam width in excess of 23.2 m and having dimensions that do not exceed the limits set out in the block diagram in Appendix I of this part:

(1) Shall, upon application to the Authority, be considered for transit after review of the vessels drawings; and

(2) If accepted, shall transit in accordance with directions issued by the Authority or Corporation.

3. Section 401.6 would be amended by revising paragraphs (a) and (b) to read as follows:

§ 401.6 Markings.

(a) Vessels of more than 20.0 m in overall length shall be correctly and distinctly marked and equipped with draft markings on both sides at the bow and stern.

(b) In addition to the markings required by paragraph (a) of this section,

vessels of more than 110 m in overall length shall be marked on both sides with midship draft markings.

* * * * *

4. Section 401.7 would be revised to read as follows:

§ 401.7 Fenders.

(a) Where any structural part of a vessel protrudes so as to endanger Seaway installations, the vessel shall be equipped with fenders—

(1) That are made of steel, hardwood, or teflon or a combination of two or all of these materials, are of a thickness not exceeding 15 centimeters, with well tapered ends, and are located along the hull, close to the main deck level; and

(2) That by no later than the beginning of the 1997 navigation season are permanently attached to the vessel, except that portable fenders, other than rope hawsers, are allowed for a single transit basis if the portable fenders are—

(i) Made of a material that will float; and

(ii) Securely fastened and suspended from the vessel in a horizontal position by a steel cable or a fiber rope in such a way that they can be raised or lowered in a manner that does not damage Seaway installations.

5. Section 401.9 would be amended by revising paragraph (a) to read as follows:

§ 401.9 Radiotelephone equipment.

(a) Self-propelled vessels, other than pleasure craft of less than 20.0 m in overall length, shall be equipped with VHF (very high frequency) radiotelephone equipment.

* * * * *

6. Section 401.10 would be amended by revising paragraphs (b) and (c) to read as follows:

§ 401.10 Mooring lines.

* * * * *

(b) Unless otherwise permitted by an officer, only wire rope mooring lines with a breaking strength that complies with the minimum specifications set out in the table in this section shall be used for securing a vessel in lock chambers.

(c) Synthetic lines may be used for mooring at approach walls, tie-up walls and docks within the Seaway.

* * * * *

7. Section 401.13 would be amended by revising paragraph (b) to read as follows:

§ 401.13 Hand lines.

* * * * *

(b) be of uniform thickness and have a diameter of not less than 12 mm and not more than 20 mm and a minimum length of 35 m.

8. Section 401.26 would be amended by revising paragraph (d) to read as follows:

§ 401.26 Security for tolls.

* * * * *

(d) Notwithstanding paragraph (c) of this section, where a number of vessels, for each of which a preclearance has been given, are owned or controlled by the same individual or company and have the same representative, the security for tolls is not required if the individual, company, or representative has paid every toll account received in the preceding five years within the period set out in § 401.75.

* * * * *

9. Paragraphs (a)(1) and (2) of section 401.42 would be amended by removing the word "linesmen" and adding, in its place, the word "linehandlers".

10. Section 401.43 would be amended by revising the introductory text as follows:

§ 401.43 Mooring table.

Unless otherwise directed by an officer, vessels passing through the locks shall moor at the side of the tie-up wall or lock as shown in the table to this section.

* * * * *

11. Section 401.45 would be revised to read as follows:

§ 401.45 Emergency procedure.

When the speed of a vessel entering a lock chamber has to be checked in an emergency, a signal consisting of five blasts on a horn shall be given by the master and all mooring lines shall be put out as quickly as possible.

§ 401.52 [Amended]

12. Paragraph (b) of § 401.52 would be amended by removing the word "Caughnawaga" and adding, in its place, the word "Kahnawake".

§ 401.64 [Amended]

13. Paragraph (e) of § 401.64 would be amended by removing the words "or pilot".

14. Section 401.65 would be amended by revising paragraphs (a)(1) and (2) and paragraph (c) to read as follows:

§ 401.65 Communication—ports, docks and anchorages.

(a) * * *

(1) For the lake ports of Toronto and Hamilton, 1 nautical mile outside the harbor limits; and

(2) For other lake ports, when crossing the harbor entrance.

* * * * *

(c) Every vessel departing from a port, dock or anchorage, shall report to the

appropriate Seaway station its destination and the expected time of arrival at the next check point.

15. Section 401.66 would be amended by redesignating the current text as paragraph (a) and adding a new paragraph (b) to read as follows:

§ 401.66 Applicable laws.

* * * * *

(b) Every vessel carrying dangerous cargo, as described in §§ 401.66 through 401.73, and all tankers carrying liquid cargo in bulk, shall, before transiting any part of the Seaway, file with the Corporation and the Authority a copy of the current load plan as described in § 401.72(e).

16. Section 401.71 would be revised to read as follows:

§ 401.71 Signals—explosive or hazardous cargo vessels.

An explosive or hazardous cargo vessel shall display at the masthead or at an equivalent conspicuous position a "B" flag.

17. Section 401.72 would be amended by adding new paragraphs (e), (f), (g), and (h) to read as follows:

§ 401.72 Reporting—explosive and hazardous cargo vessels.

* * * * *

(e) Every vessel carrying dangerous cargo, as defined in § 401.66, and all tankers carrying liquid cargo in bulk shall, before transiting any part of the Seaway, file with the Corporation and the Authority a copy of the current load plan that includes the following information:

(1) The name of the cargo, its IMO class and UN number as set out in the IMO Code, if applicable, or, if the cargo is not classed by the IMO and does not have a UN number, the words "NOT CLASSED";

(2) The weight in metric tonnes and the stowage location of each commodity;

(3) The approximate weight in metric tonnes or the approximate volume in cubic meters in each hold or tank;

(4) The flashpoint of the cargo, if applicable; and

(5) The estimated date of entry into the Seaway and the date and time that the load plan was last issued or amended.

(f) For tankers, the information required under this section 401.72 shall be detailed on a plan showing the general layout of the tanks and, if a tanker is so fitted, a midship cross-section showing double bottom tanks and ballast side tanks.

(g) If a Material Safety Data Sheet (MSDS) on a hazardous cargo that a vessel is carrying is not available in a Seaway Traffic Control Center, the vessel shall provide one.

(h) Every vessel shall submit its load plan to the nearest Seaway Traffic Control Center and, if there are subsequent changes in stowage including loading and discharging during a transit, the vessel shall submit an updated plan before departing from any port between St. Lambert and Long Point.

18. Section 401.75 would be revised to read as follows:

§ 401.75 Payment of tolls.

Every toll invoice shall be paid in Canadian or American funds, as indicated on the invoice, within forty-five days after the vessel enters the Seaway, and any adjustment of the amount payable shall be provided for in a subsequent invoice.

19. Section 401.84 would be amended by revising paragraph (c) to read as follows:

§ 401.84 Reporting of impairment or other hazard by vessels transiting within the Seaway.

* * * * *

(c) Any malfunction on the vessel of equipment required by § 401.5 to 401.21 and subsections (e) through (j) of Schedule I of subpart A of this part;

20. Section 401.89 would be amended by revising paragraph (a)(1) to read as follows:

§ 401.89 Transit refused.

(a) * * *

(1) The vessel is not equipped in accordance with §§ 401.6 to 401.21 and subsections (e) to (j) of Schedule I of subpart A of this part when transiting the Canadian waters of the Saint Lawrence Seaway;

* * * * *

21. Section 401.91 would be revised to read as follows:

§ 401.91 Removal of obstructions.

The Corporation or the Authority may, at the owner's expense, move any vessel, cargo, or thing that obstructs or hinders transit on any part of the Seaway.

22. Section 401.94 would be revised to read as follows:

§ 401.94 Keeping copy of regulations.

A copy of these regulations (subpart A of Part 401), a copy of the vessel's latest Ship Inspection Report, and Seaway Notices for the current navigation year shall be kept on board every vessel in transit.

Subpart A to Part 401 [Amended]

23. Schedule I to subpart A, part 401 would be amended by revising paragraph (d)(3) to read as follows:

Schedule I—Vessels Transiting U.S. Waters

* * * * *

(d) * * *

(3) For each vessel with a fixed propeller, a table of shaft revolutions per minute, for a representative range of speeds, and a notice showing any critical range of revolutions at which the engine designers recommend that the engine not be operated on a continuous basis.

* * * * *

24. Schedule II to subpart A, part 401 would be amended by removing items 7 through 10 and redesignating items 11 through 15 as new items 7 through 11 respectively, and by revising item 4 and item 6 to read as follows:

SCHEDULE II.—TABLE OF SPEEDS ¹

From—	To—	Maximum speed over the bottom, knots	
		Col. III	Col. IV
* * * * *	* * * * *		
4. Lake St. Francis Buoy D3	Lake St. Francis Buoy D49	12	12
* * * * *	* * * * *		
6. Eisenhower Lock	Deer Island Lt. 186	11.5	10.5
* * * * *	* * * * *		

¹ Maximum speeds at which a vessel may travel in identified areas in both normal and high water conditions are set forth in this schedule. The Corporation and the Authority will, from time to time, designate the set of speed limits which is in effect.

25. Appendix I to subpart A, part 401 would be amended by revising the first sentence of the second undesignated paragraph after paragraph (b) to read as follows:

Appendix I—Vessel Dimensions

* * * * *

The limits in the block diagram are based on vessels with a maximum allowable beam of 23.2 m. * * *

* * * * *

Issued at Washington, D.C. on June 6, 1995.
Saint Lawrence Seaway Development Corporation.

Marc C. Owen,
Chief Counsel.

[FR Doc. 95-14366 Filed 6-14-95; 8:45 am]

BILLING CODE 4910-61-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[AZ50-1-6966b; FRL-5187-9]

Clean Air Act Approval and Promulgation of Title V, Section 507, Small Business Stationary Source Technical and Environmental Compliance Assistance Program for Arizona

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve revisions to the Arizona State Implementation Plan (SIP) which concern the Small Business Stationary Source Technical and Environmental Compliance Assistance Program (PROGRAM).

The implementation plan was submitted by the State to satisfy the Federal mandate of the Clean Air Act (CAA) to ensure that small businesses have access to the technical assistance and regulatory information necessary to comply with the CAA. In the final rules Section of this **Federal Register**, the EPA is approving the state's SIP revision as a direct final rule without additional proposal because the Agency views this as a noncontroversial revision amendment and anticipates no adverse comments. A detailed rationale for this approval is set forth in the direct final rule. If no adverse comments are received in response to this proposed rule, no further activity is contemplated in relation to this rule. If EPA receives adverse comments, the direct final rule

will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. The EPA will not institute a second comment period on this document. Any parties interested in commenting on this action should do so at this time.

DATES: Comments on this proposed rule must be received in writing by July 17, 1995.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at the following locations:

U.S. Environmental Protection Agency,
75 Hawthorne Street, San Francisco,
CA 94105

U.S. Environmental Protection Agency,
Air Docket 6102, 401 "M" Street, S.W.
Washington, D.C. 20460

Arizona Department of Environmental
Quality, 3033 North Central Avenue,
Phoenix, Arizona 85012.

FOR FURTHER INFORMATION CONTACT: R. Michael Stenburg, A-1, U.S. Environmental Protection Agency, 75 Hawthorne Street, San Francisco, CA 94105, (415) 744-1102.

SUPPLEMENTARY INFORMATION: This document concerns the Arizona Small Business Stationary Source Technical and Environmental Compliance Assistance Program, submitted to EPA on November 13, 1992 and February 1, 1995 by the Arizona Department of Environmental Quality. For further information, please see the information provided in the Direct Final action which is located in the Rules Section of this **Federal Register**.

Authority: 42 U.S.C. 7401-7671q.

Dated: March 27, 1995.

Felicia Marcus,

Regional Administrator.

[FR Doc. 95-14626 Filed 6-14-95; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Parts 52 and 81

[OH79-1-6970; FRL-5221-8]

Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; Ohio

AGENCY: Environmental Protection Agency (USEPA).

ACTION: Proposed rule.

SUMMARY: The Ohio Environmental Protection Agency has requested the redesignation of the Cleveland/Akron/

Lorain metropolitan area (consisting of the Ohio counties of Lorain, Cuyahoga, Lake, Ashtabula, Geauga, Medina, Summit and Portage) from moderate nonattainment to attainment for ozone. Before the request can be approved through final rulemaking, several State Implementation Plan (SIP) revisions must be approved. The USEPA is rulemaking, or has rulemade, separately on Ohio SIP revisions involving volatile organic compounds (VOC) Reasonable Available Control Technology (RACT) rules, the 1990 Base-year Inventory, the section 182(f) nitrogen oxides (NO_x) RACT waiver request, the 182(b)(1) reasonable further progress plan, the 182(b)(4) inspection and maintenance plan, and the attainment demonstration. Upon final approval of the required plan elements, the CAL nonattainment area will have met all of the requirements for redesignation specified under section 107(d)(3)(E). Therefore, the USEPA is proposing approval of the redesignation request and maintenance plan for the CAL area of Ohio.

DATES: Comments on this redesignation and on the proposed USEPA action must be received by July 17, 1995.

ADDRESSES: Written comments should be addressed to: William L. MacDowell, Chief, Regulation Development Section, Air Enforcement Branch (AE-17J), United States Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604.

Copies of the State's submittal and other information are available for inspection during normal business hours at the following location. Regulation Development Section, Air Enforcement Branch (AE-17J), United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604.

FOR FURTHER INFORMATION CONTACT: Randy Robinson, Air Enforcement Branch, Regulation Development Section (AE-17J), United States Environmental Protection Agency, Region 5, Chicago, Illinois 60604, (312) 353-6713.

SUPPLEMENTARY INFORMATION:

I. Summary of State Submittal

The Ohio Environmental Protection Agency (OEPA) has requested the redesignation of the Cleveland/Akron/Lorain (CAL) area of Ohio (consisting of the counties of Lorain, Ashtabula, Cuyahoga, Geauga, Lake, Medina, Portage, and Summit) from nonattainment to attainment for ozone. The USEPA received the request for redesignation to attainment on November 15, 1994.