

(2) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on scene patrol personnel. U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel via siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

Dated: August 10, 1995.

**T.H. Gilmour,**

*Captain, U.S. Coast Guard, Captain of the Port New York.*

[FR Doc. 95-20366 Filed 8-16-95; 8:45 am]

BILLING CODE 4910-14-M

### 33 CFR Part 165

[CGD02-95-054]

RIN 2115-AA97

#### Safety Zone; Lower Mississippi River, Mile 857.0 to Mile 859.0.

AGENCY: Coast Guard, DOT.

ACTION: Temporary rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone on the Lower Mississippi River between mile 857.0 and mile 859.0. The zone is needed to protect vessel traffic from a collision hazard during mat laying operations. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port.

**DATES:** This regulation becomes effective at 8 a.m. on August 6, 1995, and terminates at 4 p.m. on August 20, 1995.

**FOR FURTHER INFORMATION CONTACT:** ENS Bauer, Assistant Chief, Port Operations Officer, Captain of the Port, 200 Jefferson Avenue, Suite 1301, Memphis, TN 38103, Phone: (901) 544-3941.

#### SUPPLEMENTARY INFORMATION:

##### Background and Purpose

At approximately 8 a.m. on August 6, 1995, the U.S. Army Corps of Engineers will commence mat laying operations at Lower Mississippi River mile 858.0 on the left descending bank. The operation is expected to be completed within 15 days from the commencement date. The navigable channel will be restricted to one way traffic during the operation. A safety zone has been established on the Lower Mississippi River from mile 857.0 to mile 859.0 in order to facilitate safe vessel passage. All vessels shall establish passing arrangements with the contact pilot aboard the *M/V Harrison*,

via VHF Marine Band Radio, Channel 13, prior to entering the safety zone and shall abide by the conditions of the arrangement. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publication of a notice of proposed rulemaking and delay of effective date would be contrary to the public interest because immediate action is necessary. Specifically, immediate action is necessary to facilitate mat laying operations during the present low water level of the river. Harm to the public or environment may result if vessel traffic is not controlled during the operation. As a result, the Coast Guard deems it to be in the public's best interest to issue a regulation immediately.

##### Regulatory Evaluation

This rule 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 not been reviewed 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 proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

##### Collection of Information

This rule contains no information collection requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

##### Federalism

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

##### Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation.

##### List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

1. The authority citation for part 165 continues to read as follows:

**Authority:** 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. A new temporary section 165.T02-201 is added to read as follows:

#### § 165.T02-201 Safety Zone; Lower Mississippi River.

(a) *Location.* The following area is a Safety Zone: Lower Mississippi River mile 857.0 to mile 859.0.

(b) *Effective dates.* This section becomes effective at 8 a.m. on August 6, 1995, and terminates at 4 p.m. on August 20, 1995.

(c) *Regulations.* In accordance with the general regulations in § 165.23, entry into this zone is prohibited except as authorized by the Captain of the Port. The Captain of the Port, Memphis, Tennessee, will notify the maritime community of conditions affecting the area covered by this safety zone by Marine Safety Information Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

Dated: August 2, 1995.

**A.L. Thompson, Jr.,**

*Commander, USCG, Captain of the Port.*

[FR Doc. 95-20364 Filed 8-16-95; 8:45 am]

BILLING CODE 4910-14-M

### 33 CFR Part 165

[CGD02-95-055]

RIN 2115-AA97

#### Safety Zone; McKellar Lake, Mile 0.0 to Mile 0.5

AGENCY: Coast Guard, DOT.

ACTION: Temporary rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone on the McKellar Lake between mile 0.0 and mile 0.5. The zone is needed to protect vessel traffic while power line are strung across the mouth of McKellar Lake. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port.

**DATES:** This regulation becomes effective at 7 a.m. on August 17, 1995, and terminates at 7 p.m. on August 31, 1995.

**FOR FURTHER INFORMATION CONTACT:**

ENS Bauer, Assistant Chief, Port Operations Officer, Captain of the Port, 200 Jefferson Avenue, Suite 1301, Memphis, TN 38103, Phone: (901) 544-3941.

**SUPPLEMENTARY INFORMATION:****Background and Purpose**

At approximately 7 a.m. on August 17, 1995, the Tennessee Valley Authority will commence power line construction operations extending across the mouth of McKellar Lake. The operation is expected to be completed within 15 days from the commencement date. The navigable channel will be blocked during the operation. A safety zone has been established on McKellar Lake from mile 0.0 to mile 0.5 in order to protect vessel traffic while power lines are strung across the mouth of McKellar Lake. The zone will be opened periodically to allow vessels to transit the area. The Captain of the Port, Memphis, Tennessee, will notify the maritime community of conditions affecting the area covered by this safety zone by Marine Safety Information Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz). Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publication of a notice of proposed rulemaking and delay of effective date would be contrary to the public interest because immediate action is necessary. Specifically, immediate action is necessary to facilitate power line construction operations during the present low water conditions. Harm to the public or environment may result if vessel traffic is not controlled during the operations. As a result, the Coast Guard deems it to be in the public's best interest to issue a regulation immediately.

**Regulatory Evaluation**

This rule 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 not been reviewed 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 proposal to be so minimal

that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

**Collection of Information**

This rule contains no information collection requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

**Federalism**

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

**Environment**

The Coast Guard considered the environmental impact of this rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation.

**List of Subjects in 33 CFR Part 165**

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

1. The authority citation for part 165 continues to read as follows:

**Authority:** 33 U.S.C. 1231; 59 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; and 49 CFR 1.46.

2. A new temporary section 165.T02-202 is added to read as follows:

**§ 165.T02-202 Safety Zone; McKellar Lake.**

(a) *Location.* The following area is a Safety Zone: McKellar Lake mile 0.0 to mile 0.5.

(b) *Effective dates.* This section becomes effective at 7 a.m. on August 17, 1995, and terminates at 7 p.m. on August 31, 1995.

(c) *Regulations.* In accordance with the general regulations in § 165.23, entry into this zone is prohibited except as authorized by the Captain of the Port. The Captain of the Port, Memphis, Tennessee, will notify the maritime community of conditions affecting the area covered by this safety zone by Marine Safety Information Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

Dated: August 2, 1995.

**A.L. Thompson, Jr.,**

*Commander, USCG, Captain of the Port.*

[FR Doc. 95-20363 Filed 8-16-95; 8:45 am]

BILLING CODE 4910-14-M

**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 9**

[FRL-5278-4]

**OMB Approval Numbers Under the Paperwork Reduction Act**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Technical amendment.

**SUMMARY:** In compliance with the Paperwork Reduction Act, this document corrects the Office of Management and Budget (OMB) control numbers issued under the Paperwork Reduction Act (PRA) for Groundwater Monitoring Requirements.

**EFFECTIVE DATE:** August 17, 1995.

**FOR FURTHER INFORMATION CONTACT:** Liza Hearn, 703-308-7907.

**SUPPLEMENTARY INFORMATION:** EPA is today amending the table of currently approved information. Today's amendment is prompted by the discovery of an error in the Part 9 as it relates to the Groundwater Monitoring requirements. The affected regulation is codified at 40 CFR 264.97(j).

EPA will continue to present OMB control numbers in a consolidated table format to be codified in 40 CFR part 9 of the Agency's regulations, and in each volume of the Code of Federal Regulations (CFR) containing EPA regulations. The table lists the section numbers with reporting and recordkeeping requirements, and the current OMB control numbers. This display of the OMB control number(s) and its (their) subsequent codification in the CFR satisfies the requirements of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*) and OMB's implementing regulations at 5 CFR part 1320.

The Information Collection Request was previously subject to public notice and comment prior to OMB approval. As a result, EPA finds that there is "good cause" under section 553(b)(B) of the Administrative Procedure Act (5 U.S.C. 553(b)(B)) to amend this table without prior notice and comment. Due to the technical nature of the table, further notice and comment would be unnecessary. For the same reasons, EPA also finds that there is good cause under 5 U.S.C. 553(d)(3).

**List of Subjects in 40 CFR Part 9**

Environmental protection, Reporting and recordkeeping requirements.