

attendees of ITAC-T Study Group A. In general, Study Group A will include a debrief of the September 19-29, Geneva meeting of the ITU-T Study Group 2; the continuation of the work of the Study Group A's ad hoc group for Numbering; and preparations for, and development of any U.S. contributions for upcoming meetings of CITEL's PCC-I working groups; ITU-T Study Group 2 and its Working Party meetings in January 1996; ITU-T Study Group 3's March 1996 and ITU-T Study Group 1's February meetings.

Members of the General Public may attend the meetings and join in the discussions, subject to the instructions of the chair. Admittance of public members will be limited to the seating available. In this regard, entrance to the Department of State is controlled and number of attendees for the two meetings at Bellcore is also desired. If you wish to attend please send a fax to 202-647-7407 not later than 5 days before the scheduled meetings. For the meeting at the Department of State, please include your Social Security number and date of birth. One of the following valid photo ID's will be required for admittance: U.S. driver's license with picture, U.S. passport, U.S. government ID (company ID's are no longer accepted by Diplomatic Security). Enter from the "C" Street Main Lobby.

Dated: October 3, 1995.

Earl S. Barbely,

Chairman, U.S. ITAC for Telecommunication Standardization.

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[Public Notice No. 2268]

**Shipping Coordinating Committee
Subcommittee on Safety of Life at Sea;
Notice of Meeting**

The Subcommittee on Safety of Life at Sea (SOLAS) will conduct an open meeting at 9:30 AM on Monday, November 6, 1995 in Room 2415 at Coast Guard Headquarters, 2100 Second Street SW., Washington, DC.

The purpose of the meeting is to prepare and coordinate U.S. positions for the International Safety of Life at Sea (SOLAS) Conference on Roll-on/Roll-off (Ro-Ro) Ferry Safety, to be held November 20-28, 1995, at the International Maritime Organization (IMO) Headquarters in London. The Conference will consider and adopt amendments to the Safety of Life at Sea Convention with respect to safety measures for new and existing ro-ro

passenger ferries. Specific items under consideration include:

- Stability in damaged condition, including the need for bulkheads on the ro-ro decks, and criteria for withstanding water on the ro-ro deck
- Watertight integrity, including standards for bow and stern doors, interior barriers, and preventing water from entering spaces below the ro-ro deck
- Phasing out of one-compartment passenger ro-ro ferries
- Adoption of operational limitations
- Compliance with the requirements of the Global Maritime Distress and Safety System
- Passenger evacuation arrangements, including escape routes, muster stations, and lifesaving appliances
- Fire safety measures
- Helicopter landing and pickup areas
- Standards for high speed ro-ro craft.

Because of the potential impact of the work of the Conference on U.S. regulations and standards, the Subcommittee on Safety of Life at Sea serves as an excellent forum for the U.S. maritime industry to express their views on the issues to be considered by the Conference. Members of the public may attend this meeting up to the seating capacity of the room.

For further information contact Mr. Robert L. Markle at (202) 267-1444, U.S. Coast Guard Headquarters (G-MMS-4), 2100 Second Street SW., Washington, DC 20593-0001.

Dated: October 5, 1995.

Richard T. Miller,

Executive Secretary, Shipping Coordinating Committee.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 95-046]

**Proposed Closure of Coast Guard
Facilities on Governors Island, New
York, and Relocation of Coast Guard
Facilities; Finding of No Significant
Impact**

AGENCY: Coast Guard, DOT

ACTION: Notice of availability.

SUMMARY: The U.S. Coast Guard (USCG) has prepared a Finding of No Significant Impact (FONSI) to guide its decision-maker on the proposed closure of Coast Guard facilities on Governors Island and relocation of Coast Guard operations and facilities to several receiving sites within the New York Harbor region

("proposal"). No decision has been made. There would be no significant impact on the environment, and preparation of an Environmental Impact Statement would not be necessary. This notice announces the availability of the FONSI.

FOR FURTHER INFORMATION CONTACT: CDR Takasugi, Executive Officer, Civil Engineering Unit Providence, (401) 736-1776, [FAX] (401) 736-1704. Copies of the FONSI, Environmental Assessment, and Public Comment Report are available from him.

Background

Governors Island is located in New York Harbor, south of Manhattan and west of Brooklyn. It houses Support Center New York and a number of tenant commands. The 172-acre island is surrounded by a seawall and is accessible by ferry from Manhattan.

The USCG is looking for a means to reduce its annual operating costs by \$400 million, and closure of the Governors Island facilities is intended to partially fulfill that goal. The USCG functions at Governors Island would be relocated off the island.

The USCG prepared an Environmental Assessment (EA) pursuant to the National Environmental Policy Act of 1969 and implementing regulations and procedures. The EA evaluated the potential environmental impacts—on land use, infrastructure (traffic and utilities), public services, public health and safety, noise, air quality, geology and soils, water resources, biological resources, socioeconomics, and cultural resources—of closure of USCG facilities at Governors Island. The EA also evaluated the potential environmental impacts of relocating these facilities to other sites within the New York Harbor region.

On June 1, 1995, the USCG published [60 FR 28642] a notice announcing the availability of an EA and of a draft FONSI, comments on which documents would be due on or before July 3, 1995. The USCG received 24 comments. These comments are addressed in the Public Comment Report and will be provided to the decision-maker with the EA and FONSI before deciding on the proposal.

Those facilities on Governors Island that serve the New York Harbor region would be relocated to the Battery Building, the Military Ocean Terminal Bayonne, Rosebank, Wadsworth, and Sandy Hook.

(a) The Battery Building: The proposal would relocate various local functions including offices for the Coast Guard Auxiliary, Recruiting, Marine Safety, Law Enforcement, Licensing and