

What other alternatives regarding the permitting of regatta and marine parades to ensure the safety of life and protection of the environment should the Coast Guard consider?

What other factors or information should be considered in revising Coast Guard procedures for processing permit applications?

All comments received by the Coast Guard as a result of this notice will be summarized and provided to NBSAC members for their consideration and consultation. The Coast Guard will consider all relevant comments in the development of any regulatory project to revise its procedures for processing applications for approval of regattas and marine parades.

Dated: December 18, 1995.

Rudy K. Peschel,

Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.
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33 CFR Part 117

[CGD13-95-051]

RIN 2115-AE47

Drawbridge Operation Regulations; Chehalis River, WA

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: At the request of the Washington Department of Transportation, the Coast Guard is considering an amendment to the regulations governing the operation of the Union Pacific railroad drawbridge and the U.S. Route 101 bridge over the Chehalis River at Aberdeen, Washington. The proposed rule would remove the portion of the existing regulations pertaining to the Union Pacific railroad drawbridge because that bridge is no longer in operation and will be removed. The proposed rule would also require one hour notice at all times for opening the drawspan of the U.S. Route 101 bridge for the passage of vessels. Finally, the proposed rule would change the special sound signal for requesting openings of the U.S. Route 101 bridge to the standard signal of one prolonged blast followed by one short blast.

DATES: Comments must be received on or before February 26, 1996.

ADDRESSES: Comments should be mailed to Commander (oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington, 98174-1067. The comments and other

materials referenced in this notice will be available for inspection and copying at 915 Second Avenue, Room 3410, Seattle, Washington. Normal office hours are between 7:45 a.m. and 4:15 p.m., Monday through Friday, except federal holidays. Comments may also be hand-delivered to this address.

FOR FURTHER INFORMATION CONTACT:

John E. Mikesell, Chief, Plans and Programs Section, Aids to Navigation and Waterways Management Branch, (Telephone: (206) 220-7270).

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD13-95-051) and the specific section of this proposal to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Commander, Thirteenth Coast Guard District at the address under **ADDRESSES**. The request should include the reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a hearing at a time and place announced by a later notice in the Federal Register.

Drafting Information

The drafters of this notice are Austin Pratt, Project Officer, Thirteenth Coast Guard District Aids to Navigation and Waterfront Management Branch and Lieutenant Commander John C. Odell, Project Attorney, Thirteenth Coast Guard District Legal Office.

Background and Purpose

At the request of the Washington Department of Transportation, the Coast Guard is considering an amendment to the regulations governing the operation of the Union Pacific railroad drawbridge and the U.S. Route 101 bridge over the Chehalis River at Aberdeen, Washington.

The proposed rule would remove the portion of the existing regulations pertaining to the Union Pacific railroad drawbridge because that bridge is no longer in operation and will be removed.

The proposed rule would also amend the current regulations pertaining to the U.S. Route 101 bridge to require one hour notice at all times when requesting an opening drawspan for the passage of a vessel.

Current regulations require the drawspan of the U.S. Route 101 bridge to be opened on signal from one hour before sunrise to one hour after sunset. The Washington State Department of Transportation operates four other drawbridges across the nearby Hoquiam and Wishkah Rivers. These other bridges are presently operated on a one-hour notice basis. In recent years, requests for openings at these bridges have decreased. If the proposed one hour notice for the U.S. Route 101 bridge over the Chehalis River at Aberdeen, Washington, were adopted in conformity with the regulations governing the other bridges in the area, the Washington Department of Transportation would be able to serve all five drawbridges with a single operator.

The U.S. Route 101 bridge over the Chehalis River at Aberdeen, Washington, opened 359 times for vessel transits in the year measured from October 1993 to October 1994. This average somewhat less than one opening per day. The number of openings for the nearby drawbridges on the Wishkah and Hoquiam Rivers averaged 0.23 per day for the same year. These figures indicate that a single operator, provided with one hour notice, could operate all five of these bridges without unreasonable delay.

Under the proposed rule, the weekday closed periods for accommodating commuter traffic on the roadway would remain unchanged, as would the exception for vessels of 5000 gross tons or more. Under the proposed rule, however, vessels of 5000 gross tons or more would be required to provided the proposed one hour notice when requesting an opening during the weekday closed periods.

Finally, under the proposed rule the special sound signal prescribed for requesting an opening at the U.S. Route 101 bridge would also be deleted in order to conform to the standard signal of one prolonged blast followed by one short blast as generally required by 33 CFR 117.15. A unique sound signal is no longer needed because the adjacent Union Pacific railroad drawbridge immediately downstream of the U.S.

Route 101 bridge is no longer in operation and will be removed.

Discussion of Proposed Rule

The proposed rule would amend 33 CFR 117.1031 by removing paragraph (a) which pertains to the Union Pacific railroad drawbridge. The proposed rule would also remove the designation "(b)" from paragraph (b) pertaining to the U.S. Route 101 bridge and amend that paragraph to state that the draw shall be opened on signal if at least one hour notice is provided. No special sound signal other than the standard signal prescribed by § 117.15 would be required for requesting an opening of the U.S. Route 101 bridge. Retained would be the provision that the draw of the U.S. Route 101 bridge need not open for vessels of less than 5,000 gross tons from 7:15 a.m. to 8:15 a.m. and from 4:15 p.m. to 5:15 p.m. on weekdays, except for Federal holidays.

Regulatory Evaluation

This proposed rule is not a significant regulatory action under 3(f) of Executive Order 12866 and does not require an assessment of potential cost 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 proposed rule to be so minimal that a full regulatory evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This expectation is based on the fact that vessel operators would not be unreasonably impeded or incur additional expense by a requirement to provide one hour notice for draw openings.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal will have a significant effect on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). The Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, will not have a significant impact on a significant number of small entities.

Collection of Information

This proposal contains no collection of information requirements under the

Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

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

Environment

The Coast Guard considered the environmental impact of this proposal and concluded that, under section 2.B.2. of Commandant Instruction M16475.B, this proposal is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying.

List of Subjects in 33 CFR Part 117

Bridges.

Proposed Regulations

For the reasons set out in the preamble, the Coast Guard proposes to amend part 117 of title 33, Code of Federal Regulations, as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g); section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. Section 117.1031 is revised to read as follows:

§ 117.1031 Chehalis River.

The draw of the U.S. Route 101 highway bridge, mile 0.1, at Aberdeen, Washington, shall open on signal if at least one hour notice is given to the Washington Department of Transportation by marine radio, telephone, or other suitable means, except that the draw need not open for vessels of less than 5,000 gross tons from 7:15 a.m. to 8:15 a.m. and from 4:15 p.m. to 5:15 p.m., Monday through Friday, except Federal holidays.

Dated: December 15, 1995.

J.W. Lockwood,

Rear Admiral, U.S. Coast Guard Commander,
13th Coast Guard District.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[TN-134-1-6769b; FRL-5317-1]

Approval and Promulgation of Implementation Plans; Tennessee: Revisions to Knox County Regulations for Appeals, Violations, Monitoring, Recording, and Reporting

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The EPA proposes to approve the State Implementation Plan (SIP) revision submitted by the State of Tennessee for the purpose of incorporating changes to regulations for appeals, judicial review, violations, and monitoring, recording and reporting in the Knox County portion of the Tennessee SIP. In the final rules section of this Federal Register, the EPA is approving the State's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision amendment and anticipates no adverse comments. A detailed rationale for the 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 proposed 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 document should do so at this time.

DATES: To be considered, comments must be received by January 25, 1996.

ADDRESSES: Written comments on this action should be addressed to Karen Borel, at the EPA Regional Office listed below. Copies of the documents relative to this action are available for public inspection during normal business hours at the following locations. The interested persons wanting to examine these documents should make an appointment with the appropriate office at least 24 hours before the visiting day.

Air and Radiation Docket and Information Center (Air Docket 6102), U.S. Environmental Protection Agency, 401 M Street, SW, Washington, DC 20460.

Environmental Protection Agency, Region 4 Air Programs Branch, 345 Courtland Street, NE, Atlanta, Georgia 30365.