

promulgated by OSM will be implemented by the State. In making the determination as to whether this rule would have a significant economic impact, the Department relied upon the data and assumptions in the analyses for the corresponding Federal regulations.

List of Subjects in 30 CFR Part 936

Intergovernmental relations, Surface mining, Underground mining.

Dated: April 12, 1996.

Brent Wahlquist,

Regional Director, Mid-Continent Regional Coordinating Center.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-95-028]

RIN 2115-AE47

Drawbridge Operation Regulation; Red River, LA

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: At the request of the Kansas City Southern Railway Company and the Southern Pacific Transportation Company, the Coast Guard is proposing a change to the regulation governing the operation of two swing span railroad bridges over the Red River, miles 227.0 and 228.2, near Shreveport, Louisiana. This proposed change would require that the bridges be opened on signal for passage of vessels, Monday through Friday, during daylight hours only, with five days prior written notice. The draws presently open on signal with 48 hours advance notice.

DATES: Comments must be received on or before June 7, 1996.

ADDRESSES: Comments may be mailed to Commander (ob), Eighth Coast Guard District, 510 Magazine Street, New Orleans, Louisiana 70130-3396 or may be delivered to Room 1313 at the same address between 8 a.m. and 3:30 p.m., Monday through Friday except Federal holidays. The comments and other materials referenced in this notice will be available for inspection and copying in Room 1313 at this address. Normal office hours are between 8 a.m. and 3:30 p.m., Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT:

Mr. Phil Johnson, Bridge Administration Branch, (504) 589-2965.

SUPPLEMENTARY INFORMATION:

Request for Comments

Interested parties are invited to participate in the rulemaking by submitting written views, comments, or arguments. Persons submitting comments should include their names and addresses, identify the bridge and give the reason for concurrence with or any recommended change in this proposal. Persons desiring acknowledgment that their comments have been received should enclose a stamped, self-addressed postcard or envelope.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to Mr. Phil Johnson at the address under **ADDRESSES**. The request should include 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 public hearing at a time and place announced by a later notice in the Federal Register.

The Commander, Eighth Coast Guard District, will evaluate all communications received and determine a course of final action on this proposal. The proposed regulation may be changed in light of comments received.

Background and Purpose: Upon requests by the bridge owners, the Coast Guard is proposing permitting the draws of two swing span railroad bridges over the Red River, LA, miles 227.0 and 228.2 to open on signal, Monday through Friday and only during daylight hours, if at least five days prior written notice is given. Currently, the bridges are required to open on signal if at least 48 hours advance notice is given. The bridge owners contend that the present regulation is unreasonable and expensive. Vessel transits through the bridge sites are infrequent. Since shoaling makes transits hazardous, openings will be limited to daylight hours for safety reasons.

Discussion of Proposed rules

Vertical clearance of the Southern Railroad bridge at mile 227.0 in the closed position is 15 feet above mean high water and 50 feet above low water. Vertical clearance of the Kansas City Southern Railway Company bridge at mile 228.2 in the closed position is 5 feet above mean high water and 46 feet above mean low water. There is little commercial navigation on the waterway in the vicinity of the bridge crossing. The bridges were opened seven times for the passage of riverboat gaming vessels in the past two years. The occasional small recreational boat that

uses the waterway can transit the bridges without requiring an opening. The Southern Pacific Railroad bridge at mile 227.0 is crossed by approximately 11 trains per day. The Kansas City Southern Railroad bridge at mile 228.2 is crossed by approximately 12 trains per day. Requiring five days advance notice for an opening of the draw would result in a significant savings in maintenance and crew call-out costs with no adverse effect on navigational traffic.

Shoaling is reported to exist throughout the Shreveport area where the bridges cross the Red River making transits hazardous. The Southern Pacific Railroad bridge at mile 227.0 was struck two times by gaming vessels transiting the bridge in 1994. Requiring the bridges to open only during daylight hours will contribute to safety.

Regulatory Evaluation

This proposal is not a significant regulatory action under section 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 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.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal, if adopted, will have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) government jurisdictions with populations of less than 50,000.

Since the proposed rule also considers the needs of local commercial vessels, the economic impact is expected to be minimal. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, will not have a significant economic impact on a substantial 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 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 proposal and concluded that under paragraph 2.B.2 of Commandant Instruction M16475.1B, this proposal is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 117

Bridges.

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)(3); section 117.255 also issued under the authority of Pub. L. 102-587, 102 Stat. 5039.

2. In § 117.491, paragraph (d) is revised to read as follows:

§ 117.491 Red River.

* * * * *

(d) The draws of the Southern Pacific Railroad bridge, mile 227.0, and the Kansas City Southern Railroad bridge, mile 228.2 shall open on signal during daylight hours only, Monday through Friday, if at least five days prior written notice is given.

* * * * *

Dated February 27, 1996.

R.C. North,

Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.

[FR Doc. 96-8670 Filed 4-5-96; 8:45 am]

BILLING CODE 4910-14-M

46 CFR Parts 10, 12, and 15

[CGD 95-062]

RIN 2115-AF26

Implementation of 1995 Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW)

AGENCY: Coast Guard, DOT.

ACTION: Notice of public meeting.

SUMMARY: The Coast Guard plans to hold three public meetings to solicit input from the maritime industry and from the public at large concerning the proposed changes to current domestic rules on licensing, documentation, and manning in compliance with recent amendments to the STCW. The amendments were adopted by a Conference of Parties to STCW in July 1995, and will come into force on February 1, 1997. Some changes to domestic rules must come into force before then to ensure these rules conform to international requirements, and other changes may come into force to allow a more gradual shift in practice. The proposed changes would affect the full range of activities associated with determining that an individual is competent for serving in certain shipboard capacities.

DATES: The meetings will be held May 8, 14, and 23, 1996, from 9:30 a.m. to 4:00 p.m. Comments must be submitted by July 24, 1996.

ADDRESSES: The May 8, 1996, meeting will be held at the New Orleans Airport Hilton, 901 Airline Highway, Kenner, Louisiana 70062. The May 14, 1996, meeting will be held at the Department of Commerce, Bldg. 9, Auditorium, NOAA Western Regional Center, 7600 Sand Point Way NE, Seattle, Washington 98115. The May 23, 1996, meeting will be held at the Department of Transportation, Nassif Building, Room 6200, 400 Seventh Street SW., Washington, DC 20590.

Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments will become part of this docket [CGD 95-062] and will be available for inspection or copying at room 3406, Coast Guard Headquarters, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

A copy of the 1995 Amendments to STCW may be obtained by writing

Commandant (G-MOS), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or by calling (202) 267-0229, between 8 a.m. and 3 p.m. Monday through Friday, except Federal holidays. Requests may also be submitted by facsimile at (202) 267-4570. For additional information or to obtain a copy of the STCW notice of proposed rulemaking (NPRM) [61 FR 13284], published on March 26, 1996, contact Mr. Christopher Young, Operating and Environmental Standards Division (G-MOS), 2100 Second Street, SW., Washington, DC 20593-0001, telephone (202) 267-0216 or fax (202) 267-4570.

FOR FURTHER INFORMATION CONTACT: Mr. James W. Cratty, Project Facilitator, Standards, Evaluation, and Development Division (G-MES), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001, at (202) 267-6742 for public meeting information.

SUPPLEMENTARY INFORMATION:

Background and Discussion

On July 7, 1995, a Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), meeting at the International Maritime Organization in London, adopted a package of amendments to STCW. The amendments will enter into force on February 1, 1997, unless a third of the parties to the Convention, or parties representing over 50 percent of the world's shipping tons, object to them by August 1, 1996. Because they were adopted unanimously by the Conference, no objections are expected. Consequently, the Coast Guard is taking necessary steps to implement them, and to ensure that U.S. documents and licenses are issued in compliance with them.

On August 31, 1995, the Coast Guard held a public meeting announced at [60 FR 39306; August 2, 1995] to discuss the outcome of the Conference and seek public comment on how the 1995 Amendments to STCW, adopted by the Conference, should be implemented. The meeting also provided an opportunity for the public to comment on the steps that the Coast Guard considers necessary to carry out the requirements of STCW as amended.

In addition, the Coast Guard published a Notice of Inquiry (NI) on November 13, in the Federal Register [60 FR 56970]. The purpose of the NI was to seek information that may be useful in calculating costs and benefits of implementing the 1995 Amendments to the STCW.