

coast and is used in accordance with Rule 10(d) of the 72 COLREGS.

A roundabout is a routing measure comprising a separation point or circular separation zone and a circular traffic lane within defined limits. Traffic within the roundabout is separated by moving in a counterclockwise direction around the separation point or zone.

A precautionary area is a defined area where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

A deep-water route is a route within defined limits which has been accurately surveyed for clearance of sea bottom and submerged obstacles as indicated on nautical charts.

The approaches to the Mississippi River and the Mississippi River Gulf Outlet were last studied in 1984. The study concluded that there was a need for the establishment of the existing shipping safety fairways.

The U.S. Army Corps of Engineers' *Waterborne Commerce of The United States* reports that, from 1984 to 1993, volume of traffic increased from 397.1 million tons to 520.3 million tons. Channel depths were increased to 45 feet in 1994.

The Associated Branch Pilots Association and the Coast Guard's Marine Safety Office in New Orleans have expressed concern about the safety of navigation due to the frequency of collisions that have the potential to close one of the busiest ports in the United States. In addition to safety concerns, several collisions in the past few years have demonstrated the potential for far reaching economic impact. The most recent collision involving the M/V FORMOSA SIX and the M/V FLORA partially closed the waterway with an estimated cost of over one million dollars per day.

Study Area

The study area is bounded by a line connecting the following geographic positions:

| Latitude | Longitude |
|-------------------|-------------|
| 29°02'20" N | 89°40'15" W |
| 29°33'00" N | 89°02'39" W |
| 29°32'45" N | 88°42'40" W |
| 29°03'30" N | 88°45'12" W |
| 28°36'30" N | 89°18'09" W |
| 28°26'15" N | 89°41'15" W |

The study area encompasses the approaches to the Mississippi River, the Mississippi River Gulf Outlet as well as the area offshore of southeast Louisiana used by commercial vessels transiting to and between these ports.

Issues

The Coast Guard is trying to determine the scope of any safety problems associated with vessel transit in the study area. It is expected that information will be gathered during the study that will identify the problems and appropriate solutions.

In addition to information that you wish to provide, the Coast Guard is particularly interested in your responses to the following questions:

1. What is the nature of your work that causes you to navigate in the study area?
2. How many trips do you make in the study area in a 24-hour period?
3. What route do you take? Please specify point of origin and destination?
4. Considering all the passes leading to the Gulf of Mexico, which would be the most direct to your destination?
5. Are there passes that you do not use? Why not?
6. If the U.S. Corps of Engineers maintained each pass to a predetermined depth, would you use all the passes?
7. What should be the maintained depth of each pass?
8. Have you had an accident or near miss when transiting the mouth of the Mississippi River? If so, where? Please describe the incident.
9. Would a traffic separation scheme to separate opposing streams of traffic help in preventing accidents or near misses?
10. Would improved aids to navigation help in preventing accidents or near misses? What improvements would you suggest?
11. Would mandatory vessel transit restrictions or operating requirements in the passes and near shore waters help?
12. Do you have other suggestions to improve navigational safety in the study area?

The study may recommend the following:

1. No vessel routing measures are needed.
2. Establish one or more of the following vessel routing measures:
 - (a) TSS in the approach to Southwest Pass of the Mississippi River;
 - (b) TSS in the approach to the Mississippi River Gulf Outlet;
 - (c) Precautionary area(s) near either or both approaches; or,
 - (d) Inshore traffic zone(s) near either or both approaches; and,
3. Establish a regulated navigation area with specific vessel operating requirements to ensure safe navigation.

Procedural Requirements

In order to provide safe access routes for movement of vessel traffic

proceeding to and from U.S. ports, the PWSA directs that the Secretary designate necessary fairways and TSS's in which the paramount right of navigation over all other uses shall be recognized. Before a designation can be made, the Coast Guard is required to undertake a study of potential traffic density and the need for safe access routes.

During the study, the Coast Guard is directed to consult with federal and state agencies and to consider the views of representatives of the maritime community, port and harbor authorities or associations, environmental groups, and other parties who may be affected by the proposed action.

In accordance with 33 U.S.C. 1223(c), the Coast Guard will, to the extent practicable, reconcile the need for safe access routes with the needs of all other reasonable uses of the area involved. The Coast Guard will also consider previous studies and experience in the areas of vessel traffic management, navigation, shiphandling, the effects of weather, and prior analysis of the traffic density in certain regions.

Data needed to gain a clear understanding of the waterway and its uses will be gathered by a contractor. The Coast Guard will focus on interaction with waterway users and stakeholders to scope out safety concerns and determine an appropriate solution.

The results of this study will be published in the **Federal Register**. If the Coast Guard determines that new routing or other regulatory measures are needed, a notice of proposed rulemaking will be published. It is anticipated that the study will be concluded by 30 January 1998.

Dated: August 7, 1997.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[PA4051b; FRL-5865-7]

Approval and Promulgation of Air Quality Implementation Plans; Pennsylvania; Approval of VOC and NO_x RACT Determinations for Individual Sources

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA proposes to approve the State Implementation Plan (SIP) revision submitted by the Commonwealth of Pennsylvania for the purpose of establishing volatile organic compound (VOC) and nitrogen oxides (NO_x) reasonably available control technology (RACT) for two major sources located in Pennsylvania. In the final rules section of this **Federal Register**, EPA is approving the Commonwealth's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial SIP revision and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule and the accompanying technical support document. 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. EPA will not institute a second comment period on this action. Any parties interested in commenting on this action should do so at this time. If adverse comments are received that do not pertain to all documents subject to this rulemaking action, those documents not affected by the adverse comments will be finalized in the manner described here. Only those documents that receive adverse comments will be withdrawn in the manner described here.

DATES: Comments must be received in writing by September 22, 1997.

ADDRESSES: Written comments on this action should be addressed to David J. Campbell, Air, Radiation, and Toxics Division, Mailcode 3AT22, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air, Radiation, and Toxics Division, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107; and the Pennsylvania Department of Environmental Protection, Bureau of Air Quality Control, P.O. Box 8468, 400 Market Street, Harrisburg, Pennsylvania 17105.

FOR FURTHER INFORMATION CONTACT: Rose Quinto, (215) 566-2182, at the EPA Region III office or via e-mail at quinto.rose@epamail.epa.gov. While information may be requested via e-

mail, comments must be submitted in writing to the above Region III address.

SUPPLEMENTARY INFORMATION: See the information pertaining to this action, VOC and NO_x RACT determinations for individual sources located in Pennsylvania, provided in the direct final action of the same title which is located in the Rules and Regulations Section of this **Federal Register**.

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

Dated: July 22, 1997.

Thomas Voltaggio,

Acting Regional Administrator, Region III.

[FR Doc. 97-22063 Filed 8-20-97; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[FRL-5878-4]

National Priorities List for Uncontrolled Hazardous Waste Sites, Proposed Rule

AGENCY: Environmental Protection Agency.

ACTION: Proposed rule; Amendment of Montrose Chemical Corporation Site Listing.

SUMMARY: The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ("CERCLA" or "the Act") requires that the National Oil and Hazardous Substances Pollution Contingency Plan ("NCP"), found at 40 CFR part 300, include a list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States. The National Priorities List ("NPL") constitutes this list. The NPL is found in Appendix B of 40 CFR part 300.

The principal mechanism for placing sites on the NPL is the Hazard Ranking System (HRS). Under the HRS various conditions at a site (for example, volumes of waste present or relative toxicity of pollutants) are assigned numerical values to develop a total score that measures the relative risk at a site compared with other sites. The HRS is found in Appendix A of 40 CFR part 300. A site with a total score in excess of 28.5 under the HRS is eligible for listing on the NPL.

The NPL is intended primarily to guide the Environmental Protection Agency ("EPA" or "the Agency") in determining which sites warrant further investigation to assess the nature and extent of public health and environmental risks associated with the

site and to determine what CERCLA-financed remedial action(s), if any, may be appropriate.

EPA is proposing today to add to the Montrose Chemical Corporation National Priorities Listing certain DDT- and PCB-contaminated sediments found on the seafloor off the coast of the Palos Verdes Peninsula in Southern California. EPA is also soliciting comments from the public on this proposal consistent with 40 CFR 300.425(d)(5)(i).

DATES: Comments on this proposal must be submitted (postmarked) on or before October 20, 1997.

ADDRESSES: *By Mail:* Mail original and three copies of comments (no facsimiles or tapes) to Docket Coordinator, Headquarters; U.S. EPA; CERCLA Docket Office (Mail Code 5201G); 401 M Street, SW; Washington, DC 20460; (703) 603-9232.

By Overnight Mail: Send original and three copies of comments (no facsimiles or tapes) to Docket Coordinator, Headquarters; U.S. EPA; CERCLA Docket Office; 1235 Jefferson Davis Highway; Crystal Gateway #1, First Floor; Arlington, VA 22202.

By E-Mail: Comments in ASCII format only may be mailed directly to SUPERFUND.DOCKET@EPAMAIL.EPA.GOV. E-mailed comments must be followed up by an original and three copies sent by mail or Federal Express.

If you wish to view documents themselves, requests for appointments or copies of the background information from the public docket should be directed to:

Docket Coordinator, Headquarters, U.S. EPA CERCLA Docket Office (Mail Code 5201G); Crystal Gateway #1, 1st Floor; 1235 Jefferson Davis Highway; Arlington, VA 22202. Phone: (703) 603-9232; Hours: 9:00 a.m. to 4:00 p.m. Monday through Friday excluding Federal holidays. (Please note this is the viewing address only. Do not mail documents to this address.)

FOR FURTHER INFORMATION CONTACT: Carolyn Douglas, NPL Coordinator, U.S. EPA Region 9, (415) 744-2343.

SUPPLEMENTARY INFORMATION:

- I. Introduction
- II. Contents of This Proposed Rule
- III. Executive Order 12866
- IV. Unfunded Mandates
- V. Effect on Small Businesses

I. Introduction

The Palos Verdes Shelf area that is subject to this rulemaking is an extremely important commercial and recreational fishing area and an area of high marine productivity that has become highly contaminated with