

Option A is the most timely option with the advantage of using existing EPA mechanisms to provide support, but also has the attached limitations of the TAG and TOSC programs as to the type of support which could be provided. Option B would procure independent technical assistance providers for the program and would relieve community members of TRCs and RABs of much of the administrative burden associated with managing government grants; however, it requires the time needed for a competitive procurement and does not provide the funds directly to community members of TRCs and RABs. Option C allows greater control and flexibility by community members, but imposes greater administrative burdens on community members of TRCs and RABs and on the contracting office issuing the purchase order. The Department of Defense is interested in determining the opinions of affected citizens and groups on these options. This would include preferences for particular options over others. It would also include comments on the individual options and the components of those options as described in Section II. There also exists the possibility of combining one or more of the Section II options. The Department of Defense solicits any comments or suggestions regarding option combinations. The Department of Defense also solicits comments on specific aspects of each option as well as on additional options desired to provide for technical and public participation assistance.

Within the options are specific items for which the Department of Defense solicits comments. These include the qualifications given for the independent technical assistance providers described in Option B. Comments on either the list of qualifications provided or on additional qualifications which should be added are encouraged. Both Options A and B have provisions for the division of the country into geographic areas with different service providers for each area. Do those commenting have preferences regarding nationwide versus regionalized coverage by service providers for these options? All options will be subject to an allotment cap. Do those commenting have suggestions as to the size of such a cap or the criteria which should be used to establish a cap? The Department of Defense has developed a list of public participation services it believes should be provided under Options B and C in addition to hiring technical advisors, facilitators, mediators and educators. These services are: translation and interpretation; training; transportation to meetings; and

payment of approved travel. Comments on these or other services to be included under Options B and C are encouraged.

Dated: May 18, 1995.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD13-90-028]

RIN 2115-AE06

Regulated Navigation Area: Puget Sound and Strait of Juan de Fuca, WA; Grays Harbor, WA; Columbia River & Willamette River OR; Yaguina Bay, OR; Umpqua River, OR; Coos Bay, OR

AGENCY: Coast Guard, DOT.

ACTION: Notice of termination.

SUMMARY: This rulemaking project was initiated to adopt regulations requiring an emergency tow-wire on tank barges while transiting certain port areas of the Pacific Northwest. The project is no longer necessary because the Coast Guard issued separate regulations on December 22, 1993, which require an emergency tow wire or tow line on all offshore oil barges. The Coast Guard is therefore terminating further rulemaking under docket number CGD13-90-028.

FOR FURTHER INFORMATION CONTACT:

LCDR J. Bigley or LTJG M. L. Kammerer, Thirteenth Coast Guard District, Port Safety and Security Branch, (206) 220-7210.

SUPPLEMENTARY INFORMATION: On May 22, 1990, the Coast Guard published a "Request for comments; notice of hearing" at 55 FR 21044 seeking public comment on six navigation safety initiatives for port areas in the Pacific Northwest. These six safety initiatives involved the use of tug escorts, emergency towing plans, speed criteria, additional bridge personnel, emergency tow-wire requirements for tank barges, and requirements for extended pilotage. A public hearing was held on June 22, 1990, in Seattle, Washington, to hear comments on the six initiatives and alternative courses of action. The comments pertaining to emergency tow-wire requirements for tank barges were addressed and incorporated in a notice of proposed rulemaking (NPRM) published on October 24, 1991 at 56 FR 55104.

The rule proposed by the October 24, 1991, NPRM would have required all tank barges to carry an emergency tow-wire while transiting certain port areas of the Pacific Northwest. This rule was proposed in response to the growing concerns of the citizens of Washington and Oregon that regulatory action was necessary to prevent the discharge of oil or other hazardous substances during transportation. The proposed rule was intended to enhance navigation safety, thereby reducing the risk of pollution and environmental damage from collisions and groundings.

Subsequent to publication of the October 24, 1991 NPRM, the Coast Guard issued regulations requiring that all offshore oil barges carry an emergency tow wire or tow line (December 22, 1993, 58 FR 67988). These separate regulations became effective on January 21, 1994, and are codified at 33 CFR 155.230. Because these separate regulations adequately addressed the same issue addressed by the proposed rule, the proposed rule has become unnecessary, and the Coast Guard is terminating further rulemaking under docket number CGD13-90-028.

Dated: May 16, 1995.

John A. Pierson,

Captain, U.S. Coast Guard, Commander, Thirteenth Coast Guard District, Acting.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[KY-83-6927b; FRL-51848-8]

Approval and Promulgation of Implementation Plans State: Kentucky Approval of Revisions to State Implementation Plan (SIP)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve a revision to the state implementation plan (SIP) submitted by the Commonwealth of Kentucky through the Natural Resources and Environmental Protection Cabinet (Cabinet). This revision will incorporate into the SIP an operating permit issued to the Calgon Carbon Corporation located in the Kentucky portion of the Ashland/Huntington ozone (O₃) nonattainment area. This permit will reduce the emissions of volatile organic compounds (VOCs) by requiring reasonably available control technology