

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 proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Although the regulation enhances control over the harbor and promotes the efficiency of mooring operations, harbor access will not be reduced, nor will vessel traffic within the harbor be diverted or impeded.

Environment

This final rule has been thoroughly reviewed by the Coast Guard and determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.e of Commandant Instruction M16475.1B.

Collection of Information

This regulation contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 et seq.).

Federalism Assessment

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that it does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

List of Subjects in 33 CFR Part 110

Anchorage grounds.

Final Regulation

In consideration of the foregoing, Part 110 of Title 33, Code of Federal Regulations, is amended as follows:

PART 110—ANCHORAGE REGULATIONS

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05-1(g). Section 110.1a and each section listed in 110.1a are also issued under 33 U.S.C. 1223 and 1231.

2. Section 110.159 is amended by removing paragraph (a)(6), by removing “(a)(3), (a)(5), and (a)(6)” in the note at the end of paragraph (a) and adding in its place “(a)(3), and (a)(5)” and by revising paragraph (a)(5) to read as follows:

§ 110.159 Annapolis Harbor, Md.

(a) * * *

(5) *Spa Creek Anchorage.* In Spa Creek, those waters bounded by a line connecting the following points:

<i>Latitude</i>	<i>Longitude</i>
38°58'37.3" N	76°28'48.1" W
36°58'36.1" N	76°28'57.8" W
38°58'31.6" N	76°29'03.3" W
38°58'26.7" N	76°28'59.5" W

Datum: NAD 83

* * * * *

Dated: May 16, 1995.

M.K. Cain,

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

[FR Doc. 95-12733 Filed 5-24-95; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 165

[CGD02-95-013]

RIN 2115-AA97

Safety Zone; Wolf River Chute, Memphis, TN

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone on the Wolf River Chute between mile markers 0.0 and 1.0 in proximity of Lower Mississippi River mile 735.0. The zone is needed to control vessel traffic during the USS WHIRLWIND’s commissioning ceremony. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port.

EFFECTIVE DATE: This regulation is effective from 8 a.m. until 1 p.m. on July 1, 1995.

FOR FURTHER INFORMATION CONTACT: LTJG Joel Roberts, Assistant Chief of Port Operations, Coast Guard Captain of the Port Memphis, 200 Jefferson Avenue, Suite 1301, Memphis, TN, 38103, Phone: (901) 544-3941.

SUPPLEMENTARY INFORMATION:

Background and Purpose

At approximately 8 a.m. on July 1, 1995, the U.S. Navy will commence preparations for the commissioning of the USS WHIRLWIND on the Wolf River Chute mile 0.5. The commissioning ceremony will take place that morning with a large contingency of public and private spectators. The navigable channel may be blocked by spectator craft during the ceremony. A safety zone is being established on the Wolf River Chute from mile marker 0.0 to 1.0 in

order to ensure the safety of spectator vessels observing the commissioning ceremony. All vessels shall establish passing arrangements with the Coast Guard Patrol Commander on scene, or via VHF Marine Band Radio, Channel 81, prior to transiting the zone and shall abide by the conditions of the arrangement. Entry of vessels or persons into this zone without a passing arrangement with the Coast Guard Patrol Commander is prohibited except as authorized by the Captain of the Port, Memphis, TN.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation. Publication of a notice of proposed rulemaking would be contrary to the public interest because immediate action is necessary to control vessel traffic in order to prevent vessel collisions, loss of life and property damage.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs 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.

Collection of Information

This rule contains no information collection 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 rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping

requirements, Security measures, Waterways.

Temporary Regulation

For the reasons set out in the preamble, the Coast Guard amends Part 165 of Title 33, Code of Federal Regulations as follows:

PART 165—[AMENDED]

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. A new temporary § 165.T02-013 is added to read as follows:

§ 165.T02-013 Safety Zone; Wolf River Chute, Memphis, TN.

(a) *Location.* The following area is a Safety Zone: All waters within the shoreline and boundaries of the Wolf River Chute miles 0.0 to 1.0.

(b) *Effective dates.* This section becomes effective at 8 a.m. on July 1, 1995, and terminates at 1 p.m. on July 1, 1995.

(c) *Regulations.* In accordance with the general regulations in § 165.23, entry into this zone is prohibited except as authorized by the Captain of the Port. The Captain of the Port will notify the public of changes in the status of this zone by Marine Safety Radio Broadcast of VHF Marine Band Radio, Channel 22 (157.1 MHz).

Dated: May 4, 1995.

A.L. Thompson, Jr.,

Commander, U.S. Coast Guard, Captain of the Port Memphis.

[FR Doc. 95-12736 Filed 5-24-95; 8:45 am]

BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[FRL-5209-7]

National Oil and Hazardous Substances Contingency Plan; National Priorities List Update

AGENCY: Environmental Protection Agency.

ACTION: Notice of deletion of a site from the National Priorities List.

SUMMARY: The Environmental Protection Agency (EPA) announces the deletion of Hamilton Island, located in Skamania County, Washington from the National Priorities List (NPL). The NPL is Appendix B of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which EPA

promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended. EPA and the State of Washington have determined that no further cleanup under CERCLA is appropriate.

EFFECTIVE DATE: May 25, 1995.

FOR FURTHER INFORMATION CONTACT:

Christopher Cora, Site Manager, U.S. Environmental Protection Agency, Region 10, 1200 6th Avenue, HW-124, Seattle, WA 98101, (206) 553-1148.

SUPPLEMENTARY INFORMATION: The site to be deleted from the NPL is: Hamilton Island, Skamania County, Washington.

A Notice of Intent to Delete for this site was published April 12, 1995 **Federal Register** [Vol. 60, No. 70, 18565-18566]. The closing date for comments on the Notice of Intent to Delete was May 12, 1995. EPA received no comments.

EPA identifies sites which appear to present a significant risk to public health, welfare, or the environment and it maintains the NPL as the list of those sites. Any site deleted from the NPL remains eligible for remedial actions in the unlikely event that conditions at the site warrant such action in the future. Deletion of a site from the NPL does not affect responsible party liability or impede Agency efforts to recover costs associated with response efforts.

List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous substances, Hazardous waste, Intergovernmental relations, Penalties, Reporting and recordkeeping requirements, Superfund, Water pollution control, and Water supply.

Dated: May 16, 1995.

Chuck Clarke,

Regional Administrator, U.S. EPA Region 10.

For the reasons set out in the preamble, 40 CFR part 300 is amended as follows:

PART 300—[AMENDED]

1. The authority citation for Part 300 continues to read as follows:

Authority: 33 U.S.C. 1321(c)(2); 42 U.S.C. 9601-9657; E.O. 12580, 52 FR 2923, 3 CFR, 1987 Comp., p. 193; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp., p. 351.

Appendix B [Amended]

2. Table 2 of Appendix B to part 300 is amended by removing the site for Hamilton Island Landfill (USA/COE), North Bonneville, Washington.

[FR Doc. 95-12770 Filed 5-24-95; 8:45 am]

BILLING CODE 6560-50-M

40 CFR Part 763

[OPPTS-62147; FRL-4957-3]

Asbestos Model Accreditation Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Clarification of interim final rule.

SUMMARY: EPA is informing the general public and the providers of asbestos training courses approved pursuant to Subchapter II of the Toxic Substances Control Act (TSCA) of a clarification regarding the training course self-certification requirements of the Asbestos Model Accreditation Plan (MAP), Interim Final Rule. The Agency recognizes upgraded training courses as being self-certified as of the date upon which EPA received the original self-certification, even though one or more approving state programs may not have received a copy of the self-certification until a later date, provided that all self-certifications were received on or before October 4, 1994. If EPA and all approving state programs received a proper self-certification for a course from an approved training provider on or before October 4, 1994, the provider retains the approval for that course, and a student who successfully completes a course on or after the self-certification date for that course will be fully accredited. Consistent with this clarification, EPA will adjust the self-certification effective dates of affected courses and publish these new dates in its National Directory of AHERA Accredited Courses (NDAAC). This information will become publicly available through the NDAAC update scheduled for May 31, 1995.

DATES: This clarification affects MAP training courses and persons accredited pursuant to the MAP on or after April 4, 1994, when the MAP revisions took effect.

FOR FURTHER INFORMATION CONTACT:

Susan B. Hazen, Director, Environmental Assistance Division (7408), Office of Pollution Prevention and Toxics, Environmental Protection Agency, Rm. E-543B, 401 M St., SW., Washington, DC 20460, (202) 554-1404, TDD: (202) 554-0551.

SUPPLEMENTARY INFORMATION: In 1994, pursuant to a Congressional mandate in Subchapter II of TSCA, EPA revised the original MAP by increasing the minimum number of training hours, including hands-on training, required for asbestos abatement workers in both schools and public and commercial buildings. In addition, EPA modified the MAP to implement the extension of