

attendees of ITAC-T Study Group A. In general, Study Group A will include a debrief of the September 19–29, Geneva meeting of the ITU-T Study Group 2; the continuation of the work of the Study Group A's ad hoc group for Numbering; and preparations for, and development of any U.S. contributions for upcoming meetings of CITEL's PCC-I working groups; ITU-T Study Group 2 and its Working Party meetings in January 1996; ITU-T Study Group 3's March 1996 and ITU-T Study Group 1's February meetings.

Members of the General Public may attend the meetings and join in the discussions, subject to the instructions of the chair. Admittance of public members will be limited to the seating available. In this regard, entrance to the Department of State is controlled and number of attendees for the two meetings at Bellcore is also desired. If you wish to attend please send a fax to 202-647-7407 not later than 5 days before the scheduled meetings. For the meeting at the Department of State, please include your Social Security number and date of birth. One of the following valid photo ID's will be required for admittance: U.S. driver's license with picture, U.S. passport, U.S. government ID (company ID's are no longer accepted by Diplomatic Security). Enter from the "C" Street Main Lobby.

Dated: October 3, 1995.

Earl S. Barbely,

Chairman, U.S. ITAC for Telecommunication Standardization.

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[Public Notice No. 2268]

**Shipping Coordinating Committee
Subcommittee on Safety of Life at Sea;
Notice of Meeting**

The Subcommittee on Safety of Life at Sea (SOLAS) will conduct an open meeting at 9:30 AM on Monday, November 6, 1995 in Room 2415 at Coast Guard Headquarters, 2100 Second Street SW., Washington, DC.

The purpose of the meeting is to prepare and coordinate U.S. positions for the International Safety of Life at Sea (SOLAS) Conference on Roll-on/Roll-off (Ro-Ro) Ferry Safety, to be held November 20–28, 1995, at the International Maritime Organization (IMO) Headquarters in London. The Conference will consider and adopt amendments to the Safety of Life at Sea Convention with respect to safety measures for new and existing ro-ro

passenger ferries. Specific items under consideration include:

- Stability in damaged condition, including the need for bulkheads on the ro-ro decks, and criteria for withstanding water on the ro-ro deck
- Watertight integrity, including standards for bow and stern doors, interior barriers, and preventing water from entering spaces below the ro-ro deck
- Phasing out of one-compartment passenger ro-ro ferries
- Adoption of operational limitations
- Compliance with the requirements of the Global Maritime Distress and Safety System
- Passenger evacuation arrangements, including escape routes, muster stations, and lifesaving appliances
- Fire safety measures
- Helicopter landing and pickup areas
- Standards for high speed ro-ro craft.

Because of the potential impact of the work of the Conference on U.S. regulations and standards, the Subcommittee on Safety of Life at Sea serves as an excellent forum for the U.S. maritime industry to express their views on the issues to be considered by the Conference. Members of the public may attend this meeting up to the seating capacity of the room.

For further information contact Mr. Robert L. Markle at (202) 267-1444, U.S. Coast Guard Headquarters (G-MMS-4), 2100 Second Street SW., Washington, DC 20593-0001.

Dated: October 5, 1995.

Richard T. Miller,

Executive Secretary, Shipping Coordinating Committee.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 95-046]

Proposed Closure of Coast Guard Facilities on Governors Island, New York, and Relocation of Coast Guard Facilities; Finding of No Significant Impact

AGENCY: Coast Guard, DOT

ACTION: Notice of availability.

SUMMARY: The U.S. Coast Guard (USCG) has prepared a Finding of No Significant Impact (FONSI) to guide its decision-maker on the proposed closure of Coast Guard facilities on Governors Island and relocation of Coast Guard operations and facilities to several receiving sites within the New York Harbor region

("proposal"). No decision has been made. There would be no significant impact on the environment, and preparation of an Environmental Impact Statement would not be necessary. This notice announces the availability of the FONSI.

FOR FURTHER INFORMATION CONTACT: CDR Takasugi, Executive Officer, Civil Engineering Unit Providence, (401) 736-1776, [FAX] (401) 736-1704. Copies of the FONSI, Environmental Assessment, and Public Comment Report are available from him.

Background

Governors Island is located in New York Harbor, south of Manhattan and west of Brooklyn. It houses Support Center New York and a number of tenant commands. The 172-acre island is surrounded by a seawall and is accessible by ferry from Manhattan.

The USCG is looking for a means to reduce its annual operating costs by \$400 million, and closure of the Governors Island facilities is intended to partially fulfill that goal. The USCG functions at Governors Island would be relocated off the island.

The USCG prepared an Environmental Assessment (EA) pursuant to the National Environmental Policy Act of 1969 and implementing regulations and procedures. The EA evaluated the potential environmental impacts—on land use, infrastructure (traffic and utilities), public services, public health and safety, noise, air quality, geology and soils, water resources, biological resources, socioeconomics, and cultural resources—of closure of USCG facilities at Governors Island. The EA also evaluated the potential environmental impacts of relocating these facilities to other sites within the New York Harbor region.

On June 1, 1995, the USCG published [60 FR 28642] a notice announcing the availability of an EA and of a draft FONSI, comments on which documents would be due on or before July 3, 1995. The USCG received 24 comments. These comments are addressed in the Public Comment Report and will be provided to the decision-maker with the EA and FONSI before deciding on the proposal.

Those facilities on Governors Island that serve the New York Harbor region would be relocated to the Battery Building, the Military Ocean Terminal Bayonne, Rosebank, Wadsworth, and Sandy Hook.

(a) The Battery Building: The proposal would relocate various local functions including offices for the Coast Guard Auxiliary, Recruiting, Marine Safety, Law Enforcement, Licensing and

Inspection, and the Automated Mutual Assistance Vessel Rescue System to the Battery Building in Manhattan. It would not relocate any vessels to this site. The Battery Building would be renovated, but no building demolition or construction would be involved.

(b) The Military Ocean Terminal Bayonne: The proposal would relocate the Aids to Navigation Team (ANT) and several USCG vessels to Bayonne, New Jersey. The vessels are the USCG Cutter (USCGC) RED BEECH, a 157-foot buoy tender; the USCGC PENOBSKOT BAY, a 140-foot cutter; the USCGC STURGEON BAY, also a 140-foot cutter; two 65-foot tugboats; two 46-foot buoy tenders; and tow 21-foot boats. Construction would involve wharf improvements, new floating docks, a new fuel system, and new shore ties. A new building for the ANT would contain modern facilities, parking, and storage. The storage would accommodate hazardous materials (batteries, paints, solvents, and lubricants), vehicles, trailer-mounted vessels (in addition to the USCG vessels discussed above), and ANT supplies.

(c) Rosebank: The proposal would relocate Station New York to Rosebank on Staten Island. Six search-and-rescue vessels and related equipment would be relocated to this site. Construction would include the replacement of existing piers, the addition of wave screens, and the addition of a new fueling system for these vessels. The buildings would be demolished and replaced, and housing in two other buildings would be renovated.

(f) Wadsworth: The proposal would relocate administrative offices for Group New York, the control room for Vessel Traffic Service, and the Marine Safety Office to Wadsworth on Staten Island. It would not relocate any vessels to this site. Construction would include the renovation of one building and of part of another, and the demolition of three buildings for parking.

(e) Sandy Hook: The proposal would relocate engineering functions of Group New York to Sandy Hook, in New Jersey. It would not relocate any vessels to this site. Construction would include the renovation of the administrative building and boathouse, the demolition of the maintenance-and-repair building, the erection of an engineering building for the Group, and improvements to parking.

The EA on which the final FONSI rests discusses two alternatives to no closure of USCG facilities at Governors Island: closure with standard maintenance, and closure with basic maintenance. (The relocation of tenant commands would be the same under the

one alternative as under the other.) The standard-maintenance alternative would provide utility maintenance, full-time fire and security service, and full building maintenance, consistent with the historic-maintenance plan. The basic-maintenance alternative would limit governmental maintenance expenditures to the least amount feasible. (No closure, or *no action*, assumes the continued operation of Support Center New York with tenant commands on Governors Island; it does not meet the purpose and need for the proposal: to reduce costs given straitened budgets.)

Closure with standard maintenance is the preferred alternative. This alternative would have no significant environmental impacts. Consequently, preparation of an Environmental Impact Statement is not required.

Dated: October 12, 1995.

T. W. Josiah,
Rear Admiral, U.S. Coast Guard, Director of Resources.

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[CGD 95-049]

Proposed Consolidation of U.S. Coast Guard Training Centers; Environmental Assessment and Finding of No Significant Impact

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The U.S. Coast Guard is proposing to consolidate its training centers and, as a result, some of its centers could be expanded, realigned, or closed. Based on comments received to a proposed Environmental Assessment (referred to as a Programmatic Environmental Assessment (PEA)) and a Proposed Finding of No Significant Impact (FONSI), the Coast Guard supplemented the PEA with a "Summary of Public Comments and Responses" and revised the FONSI. This notice announces the availability of the PEA and FONSI, as adopted by the Coast Guard. The Coast Guard has not determined how it will consolidate its training centers but has determined that no significant impacts on the environment would result from the implementation of several alternatives under consideration and that the preparation of an environmental impact statement is not necessary.

ADDRESSES: Copies of the PEA, FONSI, and "Summary of Public Comments and Responses" may be obtained from Ms. Susan Boyle, NEPA Branch Chief, U.S. Coast Guard Maintenance and Logistics

Command Pacific, Coast Guard Island, Building #54D, Alameda, CA 94501-5100. Copies of these documents were sent to the following libraries: Petaluma Library, 100 Fairgrounds Drive, Petaluma, CA; Cape May Public Library, 110 Ocean Street, Cape May, NJ; Pasquotank-Camden Library, 205 East Main Street, Elizabeth City, NC; Newport News Public Library, 2400 Washington Avenue, Newport News, VA; and the New London Public Library, 63 Huntington Street, New London, CT.

FOR FURTHER INFORMATION CONTACT: Ms. Susan Boyle, NEPA Branch Chief, U.S. Coast Guard Maintenance and Logistics Command Pacific, Coast Guard Island, Building #54D, Alameda, CA 94501-5100, at (510) 437-3626.

SUPPLEMENTARY INFORMATION:

Background

On June 15, 1995, the Coast Guard announced the availability of the proposed PEA and FONSI in the Federal Register [60 FR 31529] and solicited comments. The public was also informed of opportunities to comment through legal notices in 10 newspapers, and through press releases and public meetings at each of the potentially affected communities. The 30-day comment period ended on July 17, 1995, and the Coast Guard accepted comments until July 25.

The Coast Guard received 54 verbal comments and over 470 written comments. Approximately 70% of the written comments were form letters. The Coast Guard considered all the comments. These are documented and addressed in the "Summary of Public Comments and Responses" which supplements the PEA. The analysis of public comments did not reveal any significant environmental concerns.

In the notice, the Coast Guard announced that it was considering consolidating its training activities throughout the country to reduce operational expenditures and achieve long-term savings. The five Coast Guard training centers that might be directly affected by the proposed action include: Training Center (TRACEN) Petaluma, California; TRACEN Cape May, New Jersey; Aviation Technical Training Center (ATTC) Elizabeth City, North Carolina; Reserve Training Center (RTC) Yorktown, Virginia; and the Coast Guard Academy in New London, Connecticut. Under the consolidation proposals, some installations could be expanded, some could be realigned, and some could be closed.

The PEA, as adopted, evaluates the potential environmental and