may be mailed to the Executive Secretary, Marine Safety Council (G–LRA), U.S. Coast Guard, 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 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.

FOR FURTHER INFORMATION CONTACT: Ms. Margie G. Hegy, Vessel Traffic Services Division (G–NVT), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593, telephone (202) 267–0415.

SUPPLEMENTARY INFORMATION: The Inland Navigation Rules (Navigation Rules) are set forth in 33 U.S.C. 2001 *et seq.* Lighting requirements for towing vessels and vessels under tow are contained in Rule 24, 33 U.S.C. 2024. Under 33 U.S.C. 2701, the Secretary of Transportation may issue regulations to implement and interpret the Navigation Rules. The Secretary is also directed to establish technical annexes. The technical annex for lighting requirements is contained in 33 CFR Part 84. This annex specifies placement requirements for lights, including placement of lights on towing vessels and vessels under tow.

Safety concerns associated with towing operations and small craft traffic have been raised in recent years in several publications, including the American Boat and Yacht Council Newsletter, U.S. Coast Guard Boating Safety Circulars, America's Inland and Coastal Tug and Barge Operators pamphlet ''Life Lines'', and various yachting magazines. The safety aspects of barge lighting were discussed at the May 1994 meeting of the National Boating Safety Advisory Council (NBSAC). At its November 1994 meeting, the Navigation Safety Advisory Council (NAVSAC) was asked to consider whether current tug and tow lighting requirements under Navigation Rule 24 are adequate.

After considerable discussion, NAVSAC concluded that additional information was needed to determine whether there was an actual problem, and, if so, possible solutions. The Council unanimously passed a resolution requesting that the Coast Guard solicit public comments on whether towing vessels and vessels being towed are sufficiently lighted while underway.

On May 9, 1995, the Coast Guard published a Request for Comments in the Federal Register (60 FR 24598). The Coast Guard received 64 comments from offshore commercial operators, inland tug and tow operators, and recreational boaters. The comments were mixed on whether the lighting required on barges is adequate, but all three user groups cited the following key problem areas:

(1) Lack of understanding of the Rules of the Road;

(2) Flaws in the Rules of the Road (i.e. lighting for sail vessels, vessels under oar, and vessels being towed are the same); and

(3) Poor equipment (i.e. dim lights, positioning of lights, use of household bulbs for navigation lights, use of portable lights which are not required to meet vertical sector requirements, and tug lights obscured by barges).

The Coast Guard is interested in receiving your comments, especially on the three key problem areas cited by previous comments. Comments should clearly describe your experiences and any problems associated with barge lighting and, if possible, provide potential solutions. The Coast Guard is particularly interested in recommendations that would not require amendment of the Navigation Rules and that conform with the International Rules. In adopting the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS), the United States not only agreed that its vessels would abide by those regulations when in international waters, but also that any special rules adopted by the United States for use on waterways connected with the high seas and navigable by seagoing vessels would ''conform as closely as possible to these rules'' (72 COLREGS, Rule 1).

To assist NAVSAC in their review of this issue, the public meeting will be part of the Council's November meeting in St. Louis, MO. All written and oral comments, including those received in response to the previously published notice, will be considered by the Coast Guard and NAVSAC.

Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral presentations should notify the person listed above under **FOR FURTHER INFORMATION CONTACT** no later than the day before the meeting. Written material may be submitted prior to, during, or after the meeting.

Dated: October 11, 1995.

Rudy K. Peschel,

Rear Admiral, U.S. Coast Guard Chief, Office of Navigation, Safety and Waterway Services.

[FR Doc. 95–25714 Filed 10–16–95; 8:45 am]

BILLING CODE 4910–14–M

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33 CFR Part 187

[CGD 89–050]

RIN 2115–AD35

Vessel Identification System

AGENCY: Coast Guard, DOT.

ACTION: Proposed rule; reopening of comment period and notice of public hearings.

SUMMARY: On April 25, 1995, the Coast Guard published an interim final rule (IFR) regarding the establishment of a vessel identification system. The IFR provided a 90-day comment period that closed on July 24, 1995. The Coast Guard is reopening the comment period for an additional 75 days.

DATES: Comments must be received on or before December 31, 1995. Two public hearings will be held on November 13 and December 11, 1995, from 9 a.m. to 5 p.m. on each of those days.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council, (G–LRA–2/3406) [CGD 89–050], U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593–0001, or may be delivered to room 3406 at the above address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267–1477. The Executive Secretary maintains the public docket for this rulemaking. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard headquarters.

The hearings will be held at U.S. Coast Guard Headquarters, room 2415, 2100 Second Street SW., Washington, DC 20593–0001.

FOR FURTHER INFORMATION CONTACT: LCDR Richard Ferraro, Office of Marine Safety, Security and Environmental Protection, Information Resources Division (G–MIR), (202) 267–0386.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views or arguments. Persons submitting comments should include their names and addresses, identifying this

rulemaking [CGD 89–050] and the specific section of the proposal or related documents to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

The Coast Guard will consider all comments currently in the public docket, including comments received after the initial comment period was closed, and all additional comments received during this comment period. The rule may be changed in view of the comments.

Notice of Hearings

The hearings will be open to the public. With advance notice, and at the Coast Guard's discretion, members of the public may make oral presentations during the hearings. Persons wishing to make oral presentations should notify the point of contact listed above under **FOR FURTHER INFORMATION CONTACT**, no later than the day before the hearing.

Drafting Information

The principal persons involved in drafting this document are LCDR Richard Ferraro, Project Manager, Office of Marine Safety, Security and Environmental Protection and Nick Grasselli, Project Counsel, Office of Chief Counsel.

Background and Purpose

On April 25, 1995, the Coast Guard published an IFR regarding the establishment of a vessel identification system (VIS) [60 FR 20310]. The VIS rule would establish a vessel identification system required by legislation, guidelines for State vessel titling systems, procedures for certifying compliance with those guidelines, and rules for participation in the VIS system for undocumented vessels. The Coast Guard has received two requests to reopen the comment period and recognizes the value of information obtainable from interested parties. Therefore, the Coast Guard is reopening the comment period and scheduling hearings in order to encourage meaningful participation by all interested parties.

Dated: October 11, 1995.

G.N. Naccara,

Captain, U.S. Coast Guard, Acting Chief, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 95–25715 Filed 10–16–95; 8:45 am]

BILLING CODE 4910–14–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 63

[FRL–5315–2]

State of California; Request for Approval of Section 112(l) Authority for Hazardous Air Pollutants; Perchloroethylene Air Emission Standards From Dry Cleaning Facilities

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Receipt of a Complete Application from the State of California; Notice of Public Comment Period.

SUMMARY: The California Air Resources Board (CARB) has applied for approval of its Airborne Toxic Control Measure for Emissions of Perchloroethylene from Dry Cleaning Operations (dry cleaning ATCM) under section 112(l) of the Clean Air Act (CAA). In addition, CARB is also requesting approval of California's authorities and resources to implement and enforce all CAA section 112 programs and rules, with the exception of the accidental release prevention program to be promulgated pursuant to CAA section 112(r). The Environmental Protection Agency (EPA) has reviewed CARB's requests for approval and has found that these requests for approval satisfy all of the requirements necessary to qualify as complete applications. Thus, EPA is hereby taking public comment on whether California's dry cleaning ATCM should be implemented and enforced in place of the National Perchloroethylene Air Emission Standards for Dry Cleaning Facilities, 40 CFR Part 63, Subpart M; and whether California's authorities and resources are adequate to implement and enforce all CAA section 112 programs and rules.

DATES: Comments on California's requests for approval must be received on or before November 16, 1995.

ADDRESSES: Written comments should be mailed concurrently to the addresses below:

Daniel A. Meer, Chief, Rulemaking Section [A–5–3], Air and Toxics Division, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105–3901.

Robert Fletcher, Chief, Emissions Assessment Branch, Stationary Source Division, California Air Resources Board, 2020 ''L'' Street, P.O. Box 2815, Sacramento, CA 95812–2815.

Copies of California's requests for approval are available for public inspection at EPA's Region IX office during normal business hours. Copies of the requests for approval are also available for inspection at the following location: California Air Resources Board, Stationary Source Division, 2020 ''L'' Street, P.O. Box 2815, Sacramento, CA 95812–2815.

FOR FURTHER INFORMATION CONTACT: Mae Wang, Rulemaking Section (A–5–3), Air and Toxics Division, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105–3901, (415) 744–1200.

SUPPLEMENTARY INFORMATION:

I. California's Dry Cleaning Rule

A. Background

Under CAA section 112(l), EPA is authorized to delegate to State agencies the authority to implement and enforce the National Emission Standards for Hazardous Air Pollutants (NESHAPs). The Federal regulations governing EPA's approval of State rules or programs under section 112(l) are located at 40 CFR Part 63, Subpart E. Under these regulations, a State has the option to request EPA's approval to substitute a State rule for the comparable NESHAP. Upon approval the State is given the authority to implement and enforce its rule in lieu of the NESHAP. This ''rule substitution'' option, requires EPA to ''make a detailed and thorough evaluation of the State's submittal to ensure that it meets the stringency and other requirements'' of 40 CFR section 63.93 [see 58 FR 62274]. A rule will be approved if EPA finds: (1) The State authorities are ''no less stringent'' than the corresponding Federal NESHAP, (2) adequate authorities and resources exist, (3) the schedule for implementation and compliance is sufficiently expeditious, and (4) the State program is otherwise in compliance with Federal guidance.

On September 22, 1993, EPA promulgated the NESHAP for perchloroethylene dry cleaning facilities (see 58 FR 49354), which has been codified in 40 CFR Part 63, Subpart M, National Perchloroethylene Air Emission Standards for Dry Cleaning Facilities (dry cleaning NESHAP). On July 10, 1995, EPA received CARB's request for approval to implement and enforce its dry cleaning ATCM in lieu