

Authority: Secs. 512, 701 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b, 371).

2. Section 558.355 is amended by adding new paragraph (f)(3)(x) to read as follows:

§ 558.355 Monensin.
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 (f) * * * * *
 (3) * * * * *
 (x) *Amount per ton.* Monensin, 1,620 grams as monensin sodium (810 milligrams per pound).

(a) *Indications for use.* For increased rate of weight gain.

(b) *Specifications.* Use as free-choice Type C medicated feed formulated as mineral granules as follows:

Ingredient	Percent	International feed no.
Monocalcium phosphate (21% phosphorus, 15% calcium)	29.49	6-01-080
Sodium chloride (salt)	24.25	6-04-152
Dried cane molasses	20.0	4-04-152
Ground limestone (33% calcium)	13.75	6-02-632
Cane molasses	3.0	4-04-696
Processed grain by-products (as approved by AAFCO)	5.0	
Vitamin/trace mineral premix ¹	2.5	
Monensin Type A article, 80 grams per pound	1.01	
Antidusting oil	1.0	

¹Content of the vitamin/trace mineral premix may be varied. However, they should be comparable to those used for other free-choice feeds. Formulation modifications require FDA approval prior to marketing. The amount of selenium and ethylenediamine dihydroiodide (EDDI) must comply with the published requirements. (For selenium see 21 CFR 573.920; for EDDI see 51 FR 11483 (April 3, 1986).)

(c) *Limitations.* Medicated mineral granules to be fed free-choice to pasture cattle (slaughter, stocker, feeder, and dairy and beef replacement heifers) weighing more than 400 pounds. Feed continuously on a free-choice basis at the rate of 50 to 200 milligrams per head per day. During the first 5 days of feeding, cattle should receive no more than 100 milligrams per day. Do not feed additional salt or minerals. Do not mix with grain or other feeds. Monensin is toxic to cattle when consumed at higher than approved levels. Stressed and/or water deprived cattle should be adapted to the pasture and to unmedicated mineral supplement before using this product. Do not feed to lactating dairy cattle. Do not allow horses, other equines, mature turkeys, or guinea fowl access to feed containing monensin. Ingestion of monensin by horses and guinea fowl has been fatal. The product's effectiveness in cull cows and bulls has not been established. Each use of this free-choice Type C feed must be the subject of an approved medicated feed application (MFA or Form FDA 1900) or supplemental MFA as required by § 510.455 of this chapter.

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Dated: November 22, 1995.
 Nicholas E. Weber,
 Director, Division of Chemistry, Office of New Animal Drug Evaluation, Center for Veterinary Medicine.
 [FR Doc. 95-30124 Filed 12-11-95; 8:45 am]
 BILLING CODE 4160-01-F

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 162

[CGD-94-026]

RIN 2115-AE78

Inland Waterways Navigation Regulations; Wrangell Narrows, AK

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is increasing the maximum width allowable for single barge tows transiting Wrangell Narrows, Alaska. In accordance with the goals of the Presidential Regulatory Reinvention Initiative, this action is being taken to better meet maritime industry needs in Southeast Alaska. The current size restriction for single barge tows in Wrangell Narrows is 80 feet in width overall. An increase in the maximum barge width to 100 feet in width overall will allow barge operators to carry more cargo on each barge to meet the increasing needs of their Alaskan consumers. Increasing the restriction to 100 feet in width overall will have no adverse effects on navigation and marine safety in Wrangell Narrows.

EFFECTIVE DATE: January 11, 1996.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at the office of the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 94-026), 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.

FOR FURTHER INFORMATION CONTACT: Diane Schneider Appleby, Project Manager, (202) 267-0352.

SUPPLEMENTARY INFORMATION:

Regulatory History

On September 15, 1995, the Coast Guard published a notice of proposed rulemaking entitled Inland Waterways Navigation Regulations: Wrangell Narrows, Alaska in the Federal Register (60 FR 179). The Coast Guard received four comments on the proposal. No public meeting was requested, and none was held.

Background and Purpose

Wrangell Narrows is a navigable waterway of the United States located in Southeast Alaska. It connects Frederick Sound on the north end to Sumner Strait on the south. It is approximately 24 miles long and narrows to 300 feet in five places. The longest of the 300 foot wide sections is approximately 5.5 nautical miles in length. The other four sections vary from approximately 600 yards to approximately 1.3 nautical miles in length.

The primary users of Wrangell Narrows are passenger ferries, log carriers, pleasure craft and container barges. Container barges are used to transport consumer goods throughout South East Alaska which is vital to the every day life of Alaskan citizens.

The increased demand for consumer goods in Southeast Alaska has created a greater demand on providers of these goods. The current regulations limit the width of single barge tows allowed to

transit Wrangell Narrows to no more than 80 feet in width overall. Increasing the maximum barge width which can transit Wrangell Narrows from 80 to 100 feet will allow barge operators to carry more containers per transit and enable them to more efficiently meet the needs of their Alaskan customers.

Approximately 95,000 containers are shipped through Southeast Alaska each year on approximately 200 transits of Wrangell Narrows. Consumer goods are the primary cargo.

Barges larger than 80 feet in width overall, cannot transit Wrangell Narrows without a waiver of the size restriction. If they cannot use Wrangell Narrows, they must transit through Chatham Strait around Cape Decision which increases the transit distance to the Gulf of Alaska by over 170 miles. Inclement weather, common in Southeast Alaska, often causes delays of as many as two or three days while barge operators wait for better weather to make the passage around Cape Decision. The risk of a marine casualty increases when transporting cargo in severe weather.

Wrangell Narrows is wide enough, even in its narrowest sections, to allow for the safe transit of 100 foot wide barges. Alaska Marine Lines has been safely operating 100 foot wide single barge tows on Wrangell Narrows with as Coast Guard waiver since May 1994. Southeast Alaska relies heavily upon container barges to deliver consumer goods essential to the every day life of its residents. Allowing 100 foot wide single barge tows in Wrangell Narrows will eliminate all current requests for waivers from the width restriction and will reduce unnecessary weather-related delays of consumer good shipments to Alaska residents. It will also allow most single barge tows to operate in the protected waters of Wrangell Narrows during inclement weather.

Discussion of Comments

The Coast Guard received four comments following the publication of the NPRM. Three comments were from barge operators and one was from a national trade association for the inland and coastal barge and towing industry. All of the comments received were in support of the proposed regulation for the following reasons:

(1) The barge width increase will reduce the number of transits, improving marine safety in the Wrangell Narrows;

(2) Barge freight will reach customers in a more timely manner since tow operators will be able to transit the Narrows rather than going the extra 170 miles around Cape Decision; and

(3) The need to transit by way of Cape Decision during bad weather will be eliminated, avoiding the risk of weather-related accidents.

Regulatory Evaluation

This final rule is not a significant regulatory action under Executive Order 12866 and is not significant under the Department of Transportation Regulatory Policies and Procedures (44 FR 11040; February 26, 1979). The Coast Guard has determined that a Regulatory Evaluation is unnecessary because of the minimal impact expected.

Small Entities

Because the impact of this regulatory action is minimal, the Coast Guard certifies under 5 U.S.C. 605(b) that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

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

Federalism

This rule has been analyzed in accordance with Executive Order No. 12612 on Federalism (October 26, 1987), which requires Executive departments and agencies to be guided by certain fundamental federalism principles in formulating and implementing policies. These policies have been fully considered in the development of the proposed regulation. This final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard has considered the environmental impact of this proposal and concluded that this action is Categorically Excluded in accordance with section 2.B.2.e(34)(g) of the NEPA Implementing Procedures, COMDTINST M16475.2B. A copy of the categorical exclusion determination is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 162

Navigation (water), Waterways.

For the reasons set out in the preamble, the Coast Guard amends 33 CFR Part 162 as follows:

PART 162—INLAND WATERWAYS NAVIGATION REGULATIONS

1. The authority citation for part 162 continues to read as follows:

Authority: 3 U.S.C. 1231; 49 CFR 1.46.

2. In section 162.255, paragraph (e)(2) is revised to read as follows:

§ 162.255 Wrangell Narrows, Alaska; use, administration, and navigation.

* * * * *

(e) * * *

(2) Raft and barge tows of more than one unit shall not exceed 65 feet in width overall. Single barge tows shall not exceed 100 feet in width overall.

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Dated: December 5, 1995.

J.A. Creech,
Captain, U.S. Coast Guard, Acting Chief,
Office of Navigation Safety and Waterway
Services.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 63

[AD-FRL-5333-5]

RIN 2060-AC19

National Emission Standards for Hazardous Air Pollutants for Source Categories: Organic Hazardous Air Pollutants From the Synthetic Organic Chemical Manufacturing Industry and Other Processes Subject to the Negotiated Regulation for Equipment Leaks; Correction

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; Correcting amendments.

SUMMARY: This action corrects several errors in cross-referencing provisions and clarifies regulatory text of the "National Emission Standards for Hazardous Air Pollutants for Source Categories: Organic Hazardous Air Pollutants from the Synthetic Organic Chemical Manufacturing Industry and Other Processes Subject to the Negotiated Regulation for Equipment Leaks," which was issued as a final rule on April 22, 1994 and June 6, 1994. This rule is commonly known as the Hazardous Organic NESHA or the HON.

EFFECTIVE DATE: December 12, 1995.

FOR FURTHER INFORMATION CONTACT: Dr. Janet S. Meyer, Coatings and Consumer Products Group, Emissions Standards Division (MD-13), U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711, telephone number (919) 541-5254.

SUPPLEMENTARY INFORMATION: On April 22, 1994 (59 FR 19402) and June 6, 1994 (59 FR 29196), the EPA promulgated the