

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet. (NGVD)	
				Existing	Modified
		Old River	At confluence with Sand Beach Bayou Approximately 3,500 feet upstream of East 70th Street.	*160 *165	*160 *162
		Pierremont Ditch	At confluence with Bayou Pierre	*164	*165
			At Gilbert Avenue	*165	*165

Maps are available for inspection at the City of Shreveport, City Hall, 1234 Texas Avenue, Shreveport, Louisiana.
Send comments to The Honorable Robert Bo Williams, Mayor, City of Shreveport, P.O. Box 31109, Shreveport, Louisiana 71130.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance")

Dated: August 15, 1996.

Richard W. Krimm,

Acting Associate Director for Mitigation.

[FR Doc. 96-21688 Filed 8-23-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Parts 10 and 15

[CGD 94-055]

RIN 2115-AF23

Licensing and Manning for Officers of Towing Vessels

AGENCY: Coast Guard, DOT.

ACTION: Notice of public meeting; request for comments.

SUMMARY: The Coast Guard is holding a public meeting on its proposed rule to revise the requirements for licensing mariners that operate uninspected as well as inspected towing vessels. The proposed rule would ensure that all towing vessels are manned by officers holding licenses specifically authorizing their service. The Coast Guard is conducting the public meeting to receive additional views on the proposed licensing issues.

DATES: The meeting will be held on September 25, 1996, from 9 a.m. to 5 p.m. Written material must be received not later than October 17, 1996. Comments on the notice of proposed rulemaking must be received on or before October 17, 1996.

ADDRESSES: The meeting will be held in the hearing room of the Marine Safety Office, 1615 Poydras Street, New Orleans, LA 70112-1289. Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA)[CGD 94-055], U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001 or may be delivered to room 3406 at the

same address between 9:30 a.m. and 2 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, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: LCDR Don Darcy, Operating and Environmental Standards Division (G-MSO-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-0221.

SUPPLEMENTARY INFORMATION:

Background Information

The proposed rule is part of a comprehensive initiative by the Coast Guard to improve navigational safety for towing vessels. It follows a report directed by the Secretary of Transportation entitled, "Review of Marine Safety Issues Related to Uninspected Towing Vessels" (hereafter Review), which identified improvements in licensing, training, and qualifications of operators of uninspected towing vessels that may be necessary to achieve this goal.

The Secretary of Transportation initiated the Review after the collision in September 1993, of a towing vessel and its barges with a railroad bridge near Mobile, Alabama (hereafter Amtrak casualty). This casualty was closely followed by several others involving towing vessels. Each emphasized the urgency of examining the rules for the licensing of all operators of towing vessels. In general, the Review and a previous study, also by the Coast Guard entitled, "Licensing 2000 and Beyond," concluded that the requirements for licensing all operators of towing vessels are outdated and need improvement.

In response to the Review on March 2, 1994, the Coast Guard published a notice of public meeting and availability

of study (59 FR 1003) that announced the availability of the Review and scheduled a meeting to seek public comment on the recommendations made in it. The public meeting was held on April 4, 1994.

The National Transportation Safety Board (NTSB) investigation identified one of the probable causes of the Amtrak casualty as the Coast Guard's failure to establish higher standards for the licensing of inland operators of towing vessels.

On June 19, 1996, the Coast Guard published a notice of proposed rulemaking (NPRM) entitled, "Licensing and Manning for Officers of Towing Vessels," in the Federal Register (61 FR 31332). The proposed rule aims to update the licensing, training and qualifications of personnel on towing vessels in order to reduce similar vessel casualties attributable to human factors. Specifically, the NPRM addresses (1) levels of licenses; (2) restrictions of licenses by horsepower; (3) practical demonstrations of skills; and (4) responsibility of industry.

In addition, the proposed rule has taken into account nine recommendations from the Review that affect licensing:

- (1) The creation of levels of licenses;
- (2) A requirement of practical demonstration, by simulator or equivalent, for upgrade of license;
- (3) A requirement of practical demonstration, by simulator or equivalent, for increase in scope of license;
- (4) A requirement of practical demonstration, by simulator or equivalent, for renewal of license;
- (5) A limitation to smaller vessels of the license for second-class operator of uninspected towing vessels;
- (6) A requirement of experience to receive an endorsement on the Western rivers;
- (7) The assurance that any new license meets international standards;
- (8) Provisions for crossover or equivalence for masters and mates of vessels of between 500 and 1,600 gross tons; and

(9) Emphasis on responsibility of owners of towing vessels to employ qualified, experienced personnel as operators in charge (or masters) of their vessels.

In response to comments received from industry requesting a public hearing, the Coast Guard is holding this meeting to receive additional views on the licensing requirements as proposed in the NPRM.

In addition to the requirements set forth in this rulemaking, mariners serving on seagoing towing vessels must meet the training certification and watchkeeping requirements in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW). The Convention was adopted in 1978 and it entered into force in 1984. The U.S. became a party in 1991. The Convention applies to mariners serving on board seagoing vessels that operate beyond the boundary line as defined in 46 CFR part 7. On July 7, 1995, a Conference of Parties to STCW adopted a comprehensive package of Amendments to STCW. The amendments will enter into force on February 1, 1997. They will affect virtually all phases of the system used in the U.S. to train, test, evaluate, license, certify, and document merchant mariners for service on seagoing vessels. On March 2, 1996, the Coast Guard published a notice of proposed rulemaking in the Federal Register (61 FR 13284) concerning changes to the U.S. licensing and documentation system to conform to STCW as recently amended.

Public Meeting

Attendance is open to the public. Persons who are hearing impaired may request sign translation by contacting the person under **FOR FURTHER INFORMATION CONTACT** at least one week before the meeting. 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 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. Persons unable to attend the public meetings are encouraged to submit written comments as outlined in the interim rule prior to October 17, 1996.

Dated: August 20, 1996.
Joseph J. Angelo,
Director of Standards, Marine Safety and Environmental Protection.
[FR Doc. 96-21734 Filed 8-23-96; 8:45 am]
BILLING CODE 4910-14-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 2, 22, 24, 90

[WT Docket No. 96-6; FCC 96-283]

Flexible Service Offerings in the Commercial Mobile Radio Services

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: In this Further Notice of Proposed Rule Making the Commission seeks comment on the regulatory treatment of entities offering fixed services on CMRS spectrum. The rule amendments are necessary to respond to the strong support to flexible services show in the initial Notice of Proposed Rule Making. The comment period is necessary for clarification prior to making a final determination with respect to the regulatory treatment of licensees providing such services. The intended effect of this action is to provide a service that will further the public interest.

DATES: Comments are to be filed on or before November 25, 1996, and reply comments are to be filed on or before December 24, 1996.

ADDRESSES: Federal Communications Commission, 1919 M Street, N.W., Washington, D.C. 20554.

FOR FURTHER INFORMATION CONTACT: David Krech, Commercial Wireless Division, Wireless Telecommunications Bureau, at (202) 418-0620.

SUPPLEMENTARY INFORMATION: The First Report and Order and Further Notice of Proposed Rule Making in WT Docket No. 96-6, adopted on June 27, 1996, and released on August 1, 1996, is available for inspection and copying during normal business hours in the FCC Reference Center, Room 575, 2000 M Street N.W., Washington, D.C. The complete text may also be purchased from the Commission's copy contractor, International Transcription Service, Inc., 2100 M Street N.W., Suite 140, Washington, D.C. 20037, (202) 857-3800.

Summary of Action

I. Introduction & Executive Summary

1. In the Notice of Proposed Rule Making in WT Docket No. 96-6

("NPRM") (Amendment of the Commission's Rules to Permit Flexible Service Offerings in the Commercial Mobile Radio Services, Notice of Proposed Rule Making, WT Docket No. 96-6, 11 FCC Rcd 2445 (1996)), released on January 25, 1996, 61 FR 6189 (February 16, 1996), we sought comment on proposals for expanding permitted offerings of fixed wireless service by Commercial Mobile Radio Service ("CMRS") providers. In addition, we sought comment with regard to the regulatory treatment for such services under Section 332 of the Communications Act of 1934, as amended. 47 U.S.C. § 332.

2. In this Further Notice of Proposed Rule Making, we seek additional comment on the regulatory treatment of entities offering fixed services on CMRS spectrum:

- We do not intend to alter the regulatory treatment of licensees offering the types of ancillary, auxiliary, and incidental fixed services that have been offered by CMRS providers under our rules prior to this order.
- We propose to establish a presumption that licensees offering other fixed services over CMRS spectrum should be regulated as CMRS. We seek comment on such a presumption and, if adopted, what factors should be used to support or rebut this presumption.

II. Further Notice of Proposed Rule Making

3. *Discussion.* Based on our review of the record in WT 96-6, we believe it is premature to attempt a final comprehensive determination regarding the regulatory treatment of these various types of fixed services that may be offered by licensees. While some commenters argue that all of the fixed offerings described above should be treated as sufficiently related to CMRS to justify uniform regulatory treatment, we believe that a uniform approach would be premature at this time. Instead, we believe that the regulatory issues raised by this proceeding require further development of the record and more specific analysis related to the particular fixed service offerings that carriers develop. Therefore, we propose to refine the approach set forth in the NPRM by seeking comment on additional guidelines for determining when fixed wireless services may fall within the scope of CMRS regulation.

4. At the outset, we emphasize that our decision in the First Report in Order to allow carriers to offer co-primary fixed services on spectrum allocated for CMRS does not alter in any way our regulatory treatment of fixed services