DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Parts 70 and 71

Safety Standards for Underground Coal Mines

AGENCY: Mine Safety and Health Administration (MSHA), Labor.

ACTION: Notice of MSHA acceptance of new personal noise dosimeters.

SUMMARY: After testing and evaluation, the Mine Safety and Health Administration (MSHA) announces the acceptance of the Quest Technologies Models Q–100, Q–200, Q–300, and Q–400 Personal Noise Dosimeters for use in coal mines.

EFFECTIVE DATE: August 29, 1996.

FOR FURTHER INFORMATION CONTACT: Robert G. Peluso, Pittsburgh Technical Support Center, Mine Safety and Health Administration, 4800 Forbes Avenue, Pittsburgh, PA 15213, (412) 621–4500.

SUPPLEMENTARY INFORMATION: On September 12, 1978, the Mine Safety and Health Administration (MSHA) published a final rule that became effective on October 1, 1978 and amended the mandatory health standards governing noise dosimeters (43 FR 40760). Those amendments to 30 CFR parts 70 and 71 permitted the use of personal noise dosimeters to make required noise exposure measurements in coal mines and set forth the procedures to be followed in taking such noise measurements. When noise exposure measurements and surveys required by parts 70 and 71 are taken by personal noise dosimeters, the dosimeters must be acceptable to MSHA.

The test and criteria used by MSHA to determine acceptability of personal noise dosimeters are published in “MSHA Test Procedures and Acceptability Criteria for Noise Dosimeters;” MSHA Informational Report IR–1072.

MSHA has recently completed testing and evaluation of the Quest Technologies Models Q–100, Q–200, Q–300 and Q–400 Personal Noise Dosimeters. MSHA has determined that the dosimeters met all of the criteria listed in MSHA’s Informational Report IR–1072 and hereby gives notice that these dosimeters are acceptable for use under 30 CFR 70.505 and 71.801.

Accordingly, operators may use the Quest Technologies Models to take the noise exposure measurements and surveys at underground coal mines as required by 30 CFR 70.503, 508 and 509 and at surface coal mines as required by 30 CFR 71.802, 803 and 804.

Dated: August 14, 1996.

J. Davitt McAteer, Assistant Secretary for Mine Safety and Health.

[FR Doc. 96–22068 Filed 8–28–96; 8:45 am]
Authority to Administer Oaths

Accordingly, under the authority of 10 U.S.C. 8013, 32 CFR Chapter VII is amended by removing Part 950.

Patsy J. Conner,
Air Force Federal Register Liaison Officer.
[FR Doc. 96–22071 Filed 8–28–96; 8:45 am]
BILLING CODE 3910–01–W

SUPPLEMENTARY INFORMATION:

List of Subjects in 32 CFR Part 950

Investigations, Military law.

PART 950—[REMOVED]

Accordingly under the authority 10 U.S.C. 8013, 32 CFR Chapter VII is amended by removing Part 950.

Patsy J. Conner,
Air Force Federal Register Liaison Officer.
[FR Doc. 96–22069 Filed 8–28–96; 8:45 am]
BILLING CODE 3910–01–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 26 and 161

[CGD 92–052]

RIN 2115–AE36

Vessel Traffic Service New York Area

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is expanding the boundaries of Vessel Traffic Service New York (VTSNY) Area. This expansion provides the Vessel Traffic Center (VTC) with a more complete vessel traffic image for the entrances to New York Harbor via Ambrose Channel, Raritan Bay, and Long Island Sound. The expansion also furnishes additional information on weather conditions and potential hazards to navigation. As a result, the VTSNY area expansion will assist in safer and more efficient vessel transits in the congested New York Harbor channels and reduce the potential for groundings, rammings, and collisions.

EFFECTIVE DATE: This rule is effective on December 1, 1996.

ADDRESSES: Unless otherwise indicated, documents referenced in this preamble are available for inspection or copying at the office of the Executive Secretary, Marine Safety Council (G–LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street SW., room 3406, Washington, DC 20593–0001, 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: Irene Hoffman, Project Manager, Office of Vessel Traffic Management. The telephone number is 202–267–6277.

SUPPLEMENTARY INFORMATION:

Regulatory History


The original VTSNY Area was bounded by the Verrazano-Narrows Bridge to the south, the Brooklyn Bridge and Holland Tunnel to the east and north, Kill Van Kull to the Arthur Kill Railroad Bridge, and Newark Bay to the Lehigh Valley Draw Bridge. On May 25, 1993, the Coast Guard published an NPRM to expand the VTSNY area in three phases (58 FR 30098). Phase I would expand VTSNY's required participation area from the existing boundary at the Verrazano-Narrows Bridge south to the entrance buoys at Ambrose, Swash, and Sandy Hook Channels in Lower New York Bay, and west into Raritan Bay terminating at a line from Great Kills Light on Staten Island to Point Comfort in New Jersey.

Phase II would expand the VTSNY area to encompass the Arthur Kill, south from the boundary at the Arthur Kill Railroad Bridge to the line in Raritan Bay, described above in the Phase I description. The Raritan River above the Raritan River Railroad Bridge is not included within the VTSNY area.

Phase III would expand the VTSNY boundary at the Brooklyn Bridge up the East River to the Throgs Neck Bridge. The Coast Guard received two letters commenting on the proposal which were addressed in the Interim Final Rule (58 FR 46008, Sept. 1, 1993) implementing Phase I of the VTSNY area expansion.

Background and Purpose

The Ports and Waterways Safety Act (33 U.S.C. 1221 et seq.), as amended by Port and Tanker Safety Act of 1978 and the Oil Pollution Act of 1990, provides authority for the Secretary of the Department of Transportation to construct, operate, maintain, improve or expand vessel traffic services. The Secretary has delegated this authority to the Commandant, U.S. Coast Guard.

Existing regulations require compliance with reporting and participation procedures for certain vessels entering and operating within the VTSNY area. VTSNY has a