

Protests and demonstrations during shipments through U.S. ports of nuclear materials, such as spent fuel rods, would place the safe navigation of the transport vessels at risk. This moving safety/security zone is needed to protect the transport vessels from the risk associated with protests and demonstrations while transiting Charleston Harbor and the Cooper River.

The safety/security zone will extend 200 yards ahead and astern and 100 yards to each side of the vessel carrying the nuclear materials during its transit from Charleston Harbor Entrance Buoy "C" (LLNR 1885) to the Charleston Naval Weapons Station on the Cooper River. The zone will remain in effect during cargo operations while the vessel is moored at the Naval Weapons Station. Entry into this zone is prohibited during vessel transit (which includes any emergency anchorage or mooring) and cargo transfer operations, unless authorized by Captain of the Port Charleston.

The actual dates this safety/security zone will be in effect are not known at this time. The Captain of the Port will announce the activation of this zone through a Broadcast Notice to Mariners whenever Captain of the Port Charleston receives a firm arrival time. Maritime traffic will not be significantly impacted because of the expected small number of vessels needing this safety/security zone, and the limited duration of the zone during transit and cargo operations.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979), because of the small number of vessels needing the safety/security zone and the minimal impact on navigation and commerce. No changes have been made to the proposed regulatory text.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. This rule is not significant and the number of small entities is not substantial because of the small number of vessels needing the safety/security

zone and the minimal impact on navigation and commerce. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

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

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient Federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to Section 2.B.2 of Commandant Instruction M16475.1B, (as revised by 59 FR 38654, July 29, 1994), that this rule is categorically excluded from further environmental documentation. In accordance with this instruction section 2.B.2.e.34.(g), a Categorical Exclusion Determination and Environmental Analysis Checklist was prepared. Both documents are available in the docket for inspection and copying.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

Final Regulations

For reasons set forth in the preamble, the Coast Guard amends subpart D of part 165 of title 33, Code of Federal Regulations, as follows:

PART 165—[AMENDED]

1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

2. A new § 165.708 is added to read as follows:

§ 165.708 Safety/Security Zone; Charleston Harbor and Cooper River, Charleston, SC.

(a) *Regulated area.* The following boundaries are established as a safety and security zone during specified conditions:

(1) All waters 200 yards ahead and astern and 100 yards to each side of a vessel transporting nuclear materials

while the vessel transits from Charleston Harbor Entrance Buoy "C" (LLNR 1885, position 32–39.6N, 079–40.9W) to the Charleston Naval Weapons Station (position 32–55.4N, 079–56.0W) on the Cooper River. All coordinates referenced use datum: NAD 1983.

(2) All waters within 100 yards of the vessel described in paragraph (a)(1) of this section while the vessel is conducting cargo operations at the Charleston Naval Weapons Station.

(b) Captain of the Port Charleston will announce the activation of the safety/security zones described in paragraph (a) of this section by Broadcast Notice to Mariners. The general regulations governing safety and security zones contained in §§ 165.23 and 165.33 apply.

Dated: November 27, 1996.

M. J. Pontiff,

Commander, U.S. Coast Guard, Captain of the Port, Charleston, South Carolina.

[FR Doc. 96–32837 Filed 12–26–96; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 165

[COTP Savannah 96–073]

RIN 2115-AA97

Safety Zone Regulations; Savannah, GA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone in a 1,000 yards radius of the Savannah Light Tower. The safety zone is needed to protect vessel traffic from the hazards created by the allision of a vessel with the Savannah Light Tower and the Tower's subsequent destruction. These regulations are necessary for the safety of life on navigable waters. Entry into this zone is prohibited, unless specifically authorized by the Captain of the Port.

DATES: This rule is effective at 8 a.m. EST (Eastern Standard Time) on December 5, 1996. When this temporary regulation is terminated, the agency will publish a document in the Federal Register.

FOR FURTHER INFORMATION CONTACT: LCDR Linda Fagan, Project Officer, Coast Guard Marine Safety Office Savannah, at (912) 652–4371.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in

less than 30 days after Federal Register date would be contrary to the public interest since immediate action is needed to prevent further harm to the public due to the navigational hazards associated with destruction of the Savannah Light Tower.

Background and Purpose

The Coast Guard is establishing a temporary safety zone in a 1,000 yards radius of the Savannah Light Tower. This safety zone is needed to protect vessel traffic from the hazards created by the allision of the M/V Neptune Jade with the Savannah Light Tower and the Tower's subsequent destruction. The M/V Neptune Jade at the time of the allision lost at 20 ft. container overboard. The contents of the container were 70 55-gallon drums of paint. Salvage operations are being performed in the area of the Savannah Light Tower. In addition to protecting vessel traffic from debris associated with the Savannah Light Tower's destruction, these regulations are necessary to protect salvage personnel engaged in recovery operations.

This safety zone is established on the navigable waters within a 1,000 yard radius of the Savannah Light Tower, at position 31-57.ON and 080-41.OW. All coordinates referenced use Datum: NAD 1983. Nonobligatory guidelines are included in the regulatory language for that portion of the regulated area which falls outside of the navigable waters of the United States. Entry into this safety zone is prohibited, unless specifically authorized by the Captain of the Port.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary, because the safety zone will be in effect for a limited time and regulates a limited area.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal will have a significant economic impact on a substantial number of small

entities. "Small entities" include independently owned and operated businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). The Coast Guard Certifies this rule will not have a significant effect on small entities because this safety zone will be established in a limited area and will only be in effect for a limited time.

Collection of Information

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

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient Federalism implication to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has been determined pursuant to section 2.B.2. of Commandant Instruction M16475.1B, (as revised by 59 FR 38654, July 29, 1994). Specifically, section 2.B.2.e.(34)(g) does not require a Categorical Exclusion Determination and the preparation of an Environmental Analysis Checklist.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Safety measures, Waterways.

Temporary Regulations

In consideration of the foregoing, the Coast Guard amends subpart C of part 165 of title 33, Code of Federal Regulations, as follows:

PART 165—[AMENDED]

1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. A new § 165.T96-073 is added to read as follows:

§ 165.T96-073 Safety Zone: Savannah, GA.

(a) *Regulated Area.* A safety zone is established on the navigable waters within a 1,000 yard radius of the Savannah Light Tower, at position 31-57.ON, 080-41.OW. All coordinates referenced use Datum: NAD 1983.

(b) *Regulations.* These regulations are effective for those navigable waters which fall within the navigable waters of the United States.

(1) Anchoring, mooring, or transiting within this zone is prohibited, unless authorized by the Captain of the Port, Savannah, Georgia.

(2) Entry into this zone is prohibited, unless specifically authorized by the Captain of the Port, Savannah, Georgia.

(3) The Captain of the Port will notify the public of changes in the status of this safety zone by Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

(c) *Effective date.* This regulation is effective at 8 a.m. EST on December 5, 1996. When this temporary rule is terminated the agency will publish a document in the Federal Register.

Dated: December 5, 1996.

C. E. Bone,

Commander, U. S. Coast Guard, Captain of the Port Savannah, Georgia.

[FR Doc. 96-32844 Filed 12-26-96; 8:45 am]

BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[FRL-5669-7]

National Oil and Hazardous Substances Contingency Plan; National Priorities List Update

AGENCY: Environmental Protection Agency.

ACTION: Notice of deletion of a site from the National Priorities List.

SUMMARY: The Environmental Protection Agency (EPA) announces the deletion of the Ambler Asbestos Superfund site in Ambler, Pennsylvania from the National Priorities List (NPL). The NPL is Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Contingency Plan (NCP), which EPA promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended. EPA and the State of Pennsylvania have determined that all appropriate Fund-financed responses under CERCLA have been implemented and that no further cleanup by responsible parties is appropriate. Moreover, EPA and the State of Pennsylvania have determined that remedial actions conducted at the site to date remain protective of public health, welfare, and the environment.

EFFECTIVE DATE: December 27, 1996.