

(2) The COTP Philadelphia and the Duty Officer at the Marine Safety Office, Philadelphia, Pennsylvania, can be contacted at telephone number (215) 271-4940 and on VHF channels 13 and 16.

(3) The COTP Philadelphia may authorize and designate any Coast Guard commissioned, warrant, or petty officer to act on his behalf in enforcing this safety zone.

Dated: January 25, 1999.

T.E. Bernard,

Captain, U.S. Coast Guard, Acting Commander, Fifth Coast Guard District.

[FR Doc. 99-2973 Filed 2-5-99; 8:45 am]

BILLING CODE 4910-15-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[MN55-01-7280b; MN56-01-7281b; MN57-01-7282b; FRL-6230-4]

Approval and Promulgation of State Implementation Plans; Minnesota

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: In this document, the EPA is proposing to approve revisions to Minnesota's State Implementation Plan (SIP) for particulate matter and sulfur dioxide in the Minneapolis-St. Paul area. This revision amends State Administrative Orders for North Star Steel Company, LaFarge Corporation, and GAF Building Materials.

In the final rules section of this **Federal Register**, EPA is approving the State's request as a direct final rule without prior proposal because EPA views this action as noncontroversial and anticipates no adverse comments. A detailed rationale for approving the State's request is set forth in the direct final rule. The direct final rule will become effective without further notice unless the Agency receives relevant adverse written comment on this action within 30 days of this publication. Should the Agency receive such comment, it will publish a document informing the public that the direct final rule will not take effect and such public comment received will be addressed in a subsequent final rule based on this proposed rule. If no adverse comments are received, the direct final rule will take effect on the date stated in that document and no further activity will be taken on this proposed rule. EPA does not plan to institute a second comment period on this action. Any parties

interested in commenting on this action should do so at this time.

DATES: Written comments must be received on or before March 10, 1999.

ADDRESSES: Written comments should be sent to: Carlton T. Nash, Chief, Regulation Development Section, Air Programs Branch (AR-18J), U.S. Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604.

FOR FURTHER INFORMATION CONTACT: Christos Panos at (312) 353-8328.

SUPPLEMENTARY INFORMATION: For additional information see the direct final rule published in the rules section of this **Federal Register**. Copies of the documents relevant to this action are available for public inspection during normal business hours at the above address. (Please telephone Christos Panos at (312) 353-8328 before visiting the Region 5 Office.)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Intergovernmental relations, Particulate matter, Sulfur dioxide.

Dated: January 19, 1999.

JoLynn Traub,

Acting Regional Administrator, Region 5.

[FR Doc. 99-2786 Filed 2-5-99; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 83

[FRL-6230-7]

RIN 2060-A111

Control of Emissions From New Nonroad Spark-Ignition Engines Rated Above 19 Kilowatts and New Land-Based Recreational Spark-Ignition Engines

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Proposed Finding.

SUMMARY: EPA proposes a finding that nonroad spark-ignition engines rated above 19 kilowatts, as well as all land-based recreational nonroad spark-ignition engines, cause or contribute to air quality nonattainment in more than one ozone or carbon monoxide nonattainment area. EPA also proposes a finding that particulate matter emissions from these engines cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare. This proposal does not address marine propulsion engines.

DATES: EPA requests comment on this proposal no later than April 12, 1999. EPA will hold a public hearing on this proposed finding on March 11, 1999 if one is requested on or before February 23, 1999.

ADDRESSES: Materials related to this action are contained in Public Docket A-98-01, located at room M-1500, Waterside Mall (ground floor), U.S. Environmental Protection Agency, 401 M Street, S.W., Washington, DC 20460. Anyone may inspect the docket from 8:00 a.m. until 5:30 p.m., Monday through Friday. EPA may charge a reasonable fee for copying docket materials.

Send comments on this notice to Public Docket A-98-01 at the above address. EPA requests that you also send a copy of any comments to Alan Stout, U.S. EPA, 2000 Traverwood Drive, Ann Arbor, MI 48105.

FOR FURTHER INFORMATION CONTACT: Alan Stout (734) 214-4805.

SUPPLEMENTARY INFORMATION: EPA has established emission standards for several nonroad engine categories. The categories of nonroad engines for which standards currently exist cover a variety of applications, including farm and construction equipment, marine vessels, locomotives, and lawn and garden equipment. Lawn and garden equipment uses nonroad spark-ignition engines, but these engines are generally rated below 19 kW. Emission standards targeting lawn and garden engines therefore apply only to engines rated at or below 19 kW.

In contrast, nonroad spark-ignition engines rated above 19 kW (25 hp) and all spark-ignition engines used in land-based recreational applications are not currently subject to federal emission standards.¹ With this document, EPA is beginning the process leading to eventual emission standards for these engines.

I. Statutory Authority

Section 213(a)(1) of the Clean Air Act, 42 U.S.C. 7547(a), requires that the Agency study the emissions from all categories of nonroad engines and equipment (other than locomotives) to determine, among other things, whether these emissions "cause or significantly contribute to air pollution which may reasonably be anticipated to endanger public health and welfare." Section 213(a)(2) further requires EPA to determine, through notice and comment, whether the emissions of

¹ For the purposes of this document, all references to spark-ignition engines rated above 19 kW includes marine auxiliary engines, but excludes marine propulsion engines.