

Monday through Friday, from 10 AM until 4 PM, at the Department of Labor, Room 2625, 200 Constitution Avenue NW, Washington, DC; telephone 202-219-7894; fax: 202-219-5046. Interested organizations/individuals that wish to receive future notifications of GHS-related developments by email should contact Mary Frances Lowe of the U.S. Environmental Protection Agency at "lowe.maryfrances@epa.gov".

Dated: July 17, 2000.

**Daniel T. Fantozzi,**

*Director, Office of Environmental Policy, U.S. Department of State.*

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-2000-7642]

#### Lifesaving Equipment

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meetings.

**SUMMARY:** The Coast Guard is hosting four workshops on the implementation of new lifesaving system rules for large passenger vessels operating in domestic waters. The meetings will be informal workshops open to the public and will be held in cities near high concentrations of passenger vessels affected by the new rules. The new rules apply to large passenger vessels in lakes, bays, and sounds and to rivers service; and require them to carry lifesaving equipment for all persons on board, or to develop a safety assessment in lieu of retrofitting lifesaving equipment. The workshops will help passenger vessel operators and Coast Guard inspection offices create a consistent process for the development and approval of the safety assessment alternative. This notice announces the dates, time, and locations of the four workshops.

**DATES:** The workshops will be held from 9 a.m. to 5 p.m., with registration at 8:30 a.m., on the following dates, but will close early if all business is finished.

St. Louis, MO, August 29, 2000  
Seattle, WA, September 8, 2000  
Staten Island, NY, September 26, 2000  
New Orleans, LA, December 6, 2000

**ADDRESSES:** The workshops will be held at the following locations:

St. Louis, MO—Room 2-308, Robert A. Young Federal Building, 1222 Spruce Street, St. Louis, MO 63103.

Seattle, WA—Bear Conference Room, Building 5, 1519 Alaskan Way S., Seattle, WA 98103.

Staten Island, NY—Fr. Capodanno Memorial Chapel, Activities New York, 203 New York Avenue, Fort Wadsworth, Staten Island, NY 10305-5005.

New Orleans, LA—Basement Conference Room, Hale Boggs Federal Building, 500 Camp Street, New Orleans, LA 70130-3396.

**FOR FURTHER INFORMATION CONTACT:**

LCDR Kevin Kiefer, Lifesaving and Fire Safety Division (G-MSE-4), U.S. Coast Guard Headquarters, telephone 202-267-1444, fax 202-267-4816, or email KKiefer@comdt.uscg.mil.

**SUPPLEMENTARY INFORMATION:**

**Background**

The Lifesaving Equipment Final Rule [CGD 84-069], including changes to 46 CFR part 199, Lifesaving Systems For Certain Inspected Vessels, in subchapter W, Lifesaving Appliances and Arrangements, was published on October 1, 1998 (63 FR 52802), with an effective date of November 2, 1998.

Subchapter W requires existing passenger vessels certificated under 46 CFR subchapter H in lakes, bays, and sounds service or in rivers service, to carry additional survival craft with a compliance date of October 1, 2003. As an alternative to the survival craft requirements listed in subchapter W, in 46 CFR 199.201(b), vessel operators may have a safety assessment approved by their local Officer in Charge, Marine Inspection (OCMI). New passenger vessels or recently built vessels may also consider the safety assessment alternative to possibly reduce the number of required survival craft.

The safety assessment must include:

- (1) the navigation and vessel safety conditions within the vessel's planned operating area; and
- (2) a comprehensive shipboard safety management and contingency plan, including an evacuation plan that is tailored to the particular vessel, is easy to use, is understood by vessel management personnel both on board and ashore, and is updated regularly.

Paragraph (f) of 46 CFR 199.630 contains additional information about the contents of the safety assessment.

The Coast Guard recognizes that this performance-based regulation, designed to allow for flexibility, will inevitably involve some inconsistencies and differences of opinion. The implementation workshops will provide opportunities for the Coast Guard and vessel operators to work together to minimize these problems. The workshop participants will create a consistent process for the development and approval of safety assessments, which include Shipboard Safety

Management and Contingency Plans. The workshops will consider risk management principles such as the types of contingencies that need to be planned for, the probabilities of various types of emergencies, given the characteristics of the waterway, and to what degree ship characteristics and alternative equipment can substitute for lifesaving equipment.

The product of the workshops, which will be distributed to vessel operators and OCMI's after the completion of all four workshops, is the development of the criteria that will be used by the OCMI in the safety assessment approval process.

**Format of Subchapter W Implementation Workshops**

The subchapter W implementation workshops are open to the public and will consist of briefings and facilitated breakout sessions.

The morning sessions of the one-day workshops will provide background information and outline the Coast Guard view on the safety assessment approval process.

The afternoon sessions will be facilitated to tailor the safety assessment approval process and to develop criteria that will be used by the OCMI in the approval process. Members of the public attending the meetings are welcome to participate in all sessions. The workshops will begin at 9 a.m. with registration at 8:30 a.m.

**Information on Services for Individuals With Disabilities**

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact LCDR Kevin Kiefer, Lifesaving and Fire Safety Division (G-MSE-4), U.S. Coast Guard Headquarters, telephone 202-267-1444, fax 202-267-4816, or email KKiefer@comdt.uscg.mil, as soon as possible.

Dated: July 14, 2000.

**Joseph J. Angelo,**

*Director of Standards, Marine Safety and Environmental Standards.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

**Environmental Impact Statement:  
Lincoln County, Oregon**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a supplement to an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Lincoln County, Oregon. The Oregon Department of Transportation (ODOT) initially started the project development process for the proposed Pioneer Mountain-Eddyville project with the intent to use their own funds to construct the project. They published a Draft Environmental Impact Statement (DEIS) in September 1993 and held a Public Hearing in October 1993. ODOT did not complete the final EIS for the proposed project. ODOT is now proposing to request federal aid participation for the project. As a result, FHWA is reviewing the DEIS, public hearing testimony, and comments received on the DEIS to determine if all federal regulations and processing requirements have been met.

**FOR FURTHER INFORMATION CONTACT:** Anthony Boesen, Region 2 Liaison Engineer, Federal Highway Administration, Equitable Center, Suite 100, 530 Center Street NE, Salem, Oregon 97301, Telephone (503) 399-5749.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with ODOT and after evaluation of the DEIS, public hearing testimony and written comments, will prepare a Supplemental Environmental Impact Statement for the project, and hold additional public hearing as necessary.

The proposed project will realign a 10 mile, 2-lane roadway section from mile point 14.5 to 24.75 of the Corvallis-Newport Highway (US 20). Two Build Alternatives and a No-Build Alternative were considered in the DEIS. Build Alternative number one generally followed the existing roadway and the Yaquina River. Build Alternative number two is on new alignment and overall reduces the highway length by 2.5 miles. An option common to both Build Alternatives was considered for a short segment on the west end of the project; this design option was a channel change of Simpson Creek. Based on public input, agency comments and coordination, and overall environmental impacts, Build Alternative number two without the channel change of Simpson Creek is the preferred alternative determined by ODOT. Lincoln County has strongly supported Alternative 2 and has now included the proposed project in their county comprehensive land use plans.

The project is considered necessary to improve the highway to current safety standards, eliminate numerous sharp

curves, reduce a higher than average accident rate that occurs on this segment of highway, and is part of an overall upgrade of this highway between the Willamette Valley and the Oregon Coast.

There have been no significant changes in development/conditions in the area since the DEIS was prepared, as the proposed route is predominately through underdeveloped large timber company holdings that have been logged within recent years. The project has been developed with consideration for the proposed listings of the salmon by the National Marine Fisheries Service (NMFS). Since then the salmon has been formally listed by NMFS. There appears to be no Section 4(f) eligible properties that would be impacted by this proposed project.

The DEIS describing the proposed action and solicitation of comments was sent to all appropriate federal, state, and local agencies by ODOT. Public meetings and a public hearing were held for the project. ODOT published a Hearing Study Report/Decision Document in March 1994 that summarized and responded to all comments received at the public hearing and on the DEIS. As a result of comments received, minor changes are being considered for inclusion in the proposed project and subsequent environmental documents. Since ODOT formally circulated the DEIS, we propose to develop a supplemental EIS and circulate it with a copy of the summary of the DEIS as part of our normal distribution. Copies of the entire DEIS will be made available upon request. Additional public meetings/public hearing will be held as needed.

To ensure that the full range of issues related to this proposed action are addressed and significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 12, 2000.

**Elton Chang,**

*Environmental Engineer, Oregon Division.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-00-7570]

#### Highway Safety Programs; Model Specifications for Devices To Measure Breath Alcohol

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** This notice amends the Conforming Products List for instruments that conform to the Model Specifications for Evidential Breath Testing Devices (58 FR 48705).

**EFFECTIVE DATE:** July 21, 2000.

**FOR FURTHER INFORMATION CONTACT:** Dr. James F. Frank, Office of Traffic Injury Control Programs, Impaired Driving Division (NTS-11), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, D.C. 20590; Telephone: (202) 366-5593.

**SUPPLEMENTARY INFORMATION:** On November 5, 1973, the National Highway Traffic Safety Administration (NHTSA) published the Standards for Devices to Measure Breath Alcohol (38 FR 30459). A Qualified Products List of Evidential Breath Measurement Devices comprised of instruments that met this standard was first issued on November 21, 1974 (39 FR 41399).

On December 14, 1984 (49 FR 48854), NHTSA converted this standard to Model Specifications for Evidential Breath Testing Devices, and published a conforming Products List (CPL) of instruments that were found to conform to the Model Specifications as Appendix D to that notice (49 FR 48864).

On September 17, 1993, NHTSA published a notice (58 FR 48705) to amend the Model Specifications. The notice changed the alcohol concentration levels at which instruments are evaluated, from 0.000, 0.050, 0.101, and 0.151 BAC, to 0.000, 0.020, 0.040, 0.080, and 0.160 BAC; added a test for the presence of acetone; and expanded the definition of alcohol to include other low molecular weight alcohols including methyl or isopropyl. On June 4, 1999, the most recent amendment to the Conforming Products List (CPL) was published (64 FR 30097), identifying those instruments found to conform with the Model Specifications.

Since the last publication of the CPL, two (2) instruments have been evaluated and found to meet the model specifications, as amended on September 17, 1993, for mobile and