

DEPARTMENT OF TRANSPORTATION**Coast Guard****[USCG-2000-7848]****Inland Tank Barge Certificates of Inspection; Administrative Changes****AGENCY:** Coast Guard, DOT.**ACTION:** Notice of pilot program.

SUMMARY: A one-year cooperative pilot program will be implemented to test administrative changes to inland tank barge Certificates of Inspection (COI). The tank barge COI pilot program initiative is based on a Chemical Transportation Advisory Committee (CTAC) recommendation.

DATES: A one-year cooperative pilot program will be implemented with the Marine Safety Office New Orleans and American Commercial Barge Lines. The pilot program will commence on September 1, 2000.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Lieutenant Greg Herold, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone: 202-267-0084, facsimile: 202-267-4570, e-mail: GHerold@comdt.uscg.mil.

SUPPLEMENTARY INFORMATION:**Request for Comments**

We are not requesting comments at this time. At the conclusion of the pilot program, if it is deemed successful, the Coast Guard will develop a Notice of Proposed Rulemaking (NPRM) and publish it in the **Federal Register**. We will solicit comments on any proposed regulatory changes at that time.

Background and Purpose

Currently, tank barges are required to include on their Certificate of Inspection (COI) an endorsement stating the authorized grade of cargo under 46 CFR 31.05-1(b) for flammable or combustible cargoes, and/or a list of authorized cargo names, loading constraints and operating limitations under 46 CFR 151.04-1(c) and 46 CFR 151.10-15, for bulk liquid hazardous material cargoes. A typical chemical tank barge on inland service may be authorized to transport over one hundred cargoes. Listing each of these cargoes on the vessel's COI, along with other required endorsements, results in an awkward document that can amount to eight or more pages in length. Additionally, cargo endorsements on the COI include information such as Chemical Hazards Response Information System (CHRIS) codes, cargo containment types, and

International Maritime Organization (IMO) pollution categories, which are extraneous to the COI and at times confusing to tank barge personnel.

Evaluation of the COI format and content currently used for chemical tank barges, subject to the requirements of 46 CFR subchapter O, was implemented as part of an initiative by the Prevention Through People (PTP) Subcommittee of the Chemical Transportation Advisory Committee (CTAC). The Subcommittee reviewed the current document with the following basic goals in mind:

- To assess the value of the written requirements included on the COI to the tanker man,
- To determine how useful and easily understood the requirements are, and
- To make recommendations for improvements as necessary.

As a result of their work, one of the PTP Subcommittee's recommendations was to remove the cargo information and conditions of carriage from the COI, and place it in a separate Bulk Liquid Cargo Authority document. The Bulk Liquid Cargo Authority document would be maintained as a mandatory attachment to the vessel's cargo transfer procedures, which are required to be kept aboard the vessel by 33 CFR 155.740(c). Instead of endorsing the COI with a list of cargoes, one COI endorsement would reference the Bulk Liquid Cargo Authority document by its U.S. Coast Guard Marine Safety Center (MSC) date of issue.

The change would constitute a significant improvement to the current COI by reducing its length and improving the format, content and location of the authorized cargo information. It would also eliminate duplicative work in cargo data entry performed by the MSC and the local Marine Safety Offices (MSO), and streamline the process for generating COIs.

Pilot Program

The pilot program will assess the addition of a new Bulk Liquid Cargo Authority document produced by the U.S. Coast Guard Marine Safety Center (MSC) to be attached to the required cargo transfer procedures. The document will include certain required chemical cargo endorsements from the inland tank barge COI. The document is similar to those produced for chemical tankships under 46 CFR 153. If the pilot program is successful, it will result in a shortened COI with a more detailed and user-friendly cargo transfer procedures.

The one-year cooperative pilot program is proposed to evaluate the recommendations from the CTAC for streamlining tank barge COIs. American

Commercial Barge Lines (ACBL) has agreed to participate in the pilot program with a specified number of barges from their fleet. All COIs will be issued under the cognizance of the Officer in Charge, Marine Inspection, New Orleans, LA, who has also agreed to participate in the pilot program. A COI endorsement will be added identifying those barges participating in the pilot program and directing any specific inquiries about the program to MSO New Orleans.

Access to the cargo authority and conditions of carriage information for all vessels enrolled in the program will be available by contacting the MSO New Orleans 24-hr manned Communications Center, through the MSC's Cargo Division (MSC-3) during working hours, or the MSC's Cargo Division Duty Officer after hours.

Evaluation and Implementation

The pilot program will be evaluated based on the goals and expected outcomes of the program envisioned by CTAC.

The evaluation criteria include:

- Ease of use/"user friendliness" of new COI,
- Relevance of COI information,
- Savings/loss of time compared to existing COI format, and
- Assessment of new Bulk Liquid Cargo Authority document.

If the pilot program is deemed successful, a Notice of Proposed Rulemaking will be developed to give the public an opportunity to comment on the proposed nationwide program. If implemented, we envision that each tank barge will receive a COI, following a successful inspection for certification, in the new format at the time their COI is due for reissue, along with the associated Bulk Liquid Cargo Authority document.

Dated: August 28, 2000.

R.C. North,

Assistant Commandant for Marine Safety and Environmental Protection.

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DEPARTMENT OF TRANSPORTATION**Coast Guard****[CGD08-00-023]****Proposed Monkey Island Bridge Project; Calcasieu Pass at Cameron, Cameron Parish, LA****AGENCY:** Coast Guard, DOT.**ACTION:** Notice of public hearing; request for comments

SUMMARY: The Coast Guard jointly with the State of Louisiana, Louisiana Department of Transportation and Development (LDOTD) will hold a public hearing to receive comments on an application by LDOTD for Coast Guard approval of location and plans for a proposed bridge. The proposed location of the bridge is across Calcasieu Pass, mile 2.2, on SR 1141 between Cameron and Monkey Island, Cameron Parish, Louisiana. The hearing will allow interested persons to present comments and information concerning the impact of the proposed bridge project on navigation and the human environment.

DATES: This hearing will be held on September 28, 2000, commencing at 6 p.m. Comments must be received by October 13, 2000. Requests to speak and requests for services must be received by September 21, 2000.

ADDRESSES: The hearing will be held at the Cameron Court House, 119 Smith Circle, Cameron, Louisiana 70631. Written comments may be submitted to, and will be available for examination between 6:30 a.m. and 3 p.m., Monday through Friday, except Federal holidays at the office of the Eighth Coast Guard District, Bridge Administration Branch, Commander (ob), 501 Magazine Street, New Orleans, Louisiana 70130-3396. Please submit all comments in an unbound format, no larger than 8 x 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

Requests to speak at the hearing may be submitted to Mr. David Frank at the phone number listed under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Mr. David Frank, Project Officer, Bridge Administration Branch, telephone (504) 589-2965.

SUPPLEMENTARY INFORMATION:

Background

The proposed project is to construct a new bridge to replace the existing ferry crossing from Cameron to Monkey Island. The bridge will be constructed on the same alignment as the ferry crossing. The proposed bridge will be a two-lane fixed bridge, approximately 30 feet (9.14 m) wide and 990 feet (301.75 m) long. The bridge would be constructed so as to allow for 14 feet (4.27 m) of vertical clearance above mean high water, elevation 1.5 feet (0.46 m) and a horizontal clearance of 80 feet (24.38 m). The bridge will be skewed to the channel at an angle of 60°. The distance between the piers is 110 feet

(33.53 m), but the horizontal clearance perpendicular to the channel will be 80 feet. The center span of the bridge will be constructed as a removable steel girder span that can be removed in case of emergencies.

The proposed bridge will replace the existing costly ferry operation and provide a safer, more efficient transportation facility for motorists traveling between Cameron and Monkey Island. LDOTD's objective in providing roads and bridges on the state maintained highway system is to assure an unrestricted and safe flow of commerce via that system. Although the ferry is operating on a 24-hour schedule year-round, motorists are delayed by the ferry schedule. Replacing the ferry with a bridge will eliminate delays due to the ferry and severe weather conditions. This is important in evacuating residents on the island during storms or hurricanes.

Consideration of approval of the location and plans for the proposed vehicular bridge is the action precipitating the Coast Guard's involvement in this project. The Coast Guard, as lead Federal agency for the proposed project, has reviewed the applicant-prepared Environmental Assessment (EA). Based upon the EA, the Coast Guard has tentatively determined that the proposed action will not have a significant impact on the environment for purposes of the National Environmental Policy Act (NEPA). A Coast Guard Finding of No Significant Impact (FONSI) will be prepared as the final environmental document for the proposed project unless significant impacts are identified as a result of this public notification process to warrant the preparation of an Environmental Impact Statement (EIS).

Only two alternatives are currently being considered for this project. These alternatives are defined as the 'build' and 'no-build' alternatives.

Potential impacts addressed in the EA include economic, social and community, construction, wetland, fish and wildlife, navigation, water quality, floodplain, noise, air and cultural resources, hazardous waste, and secondary and cumulative impacts. Information concerning availability of the EA may be obtained from Mr. David Frank at the phone number listed under **FOR FURTHER INFORMATION CONTACT**.

Procedural

Individuals and representatives of organizations that wish to present testimony at the Hearing or who want to be placed on the project mailing list, may submit a request to Mr. David Frank at the telephone number listed

under **FOR FURTHER INFORMATION CONTACT**. Requests to speak should be received no later than September 21, 2000 in order to ensure proper schedule of the hearing. Attendees at the hearing who wish to present testimony and have not previously made a request to do so, will follow those on the previously established list. Depending upon the number of scheduled statements, the Coast Guard may limit the amount of time required. Written statements and other exhibits in lieu of or in addition to oral statements at the Hearing may be submitted to Mr. David Frank at the address listed under **ADDRESSES** until September 21, 2000, in order to be included in the Public Hearing transcript.

Information on Services for Individuals With Disabilities

For information about facilities or services for individuals with disabilities or to request special assistance at the meetings, contact the Commander, Eighth Coast Guard District (obc). Please request these services from Mr. David Frank, at the phone number under **FOR FURTHER INFORMATION CONTACT** or in writing at the address listed under **ADDRESSES**. Any requests for an oral or sign language interpreter must be received by September 21, 2000.

Authority: 33 U.S.C. 513, 49 CFR 1.46.

Dated: August 23, 2000.

Paul J. Pluta,

Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Conduct Environmental Scoping for an Environmental Assessment To Be Prepared by the City of Chicago for Its Proposed O'Hare World Gateway Program at O'Hare International Airport in Chicago, Illinois

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice to hold a public scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise Federal, State and local agencies, and the general public, that an opportunity will be given to provide input as to the scope of an Environmental Assessment to be prepared by the City of Chicago for its proposed O'Hare World Gateway