

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 proposed rule to be so minimal that a full regulatory evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This expectation is based on the fact that there is very little commercial use of the waterway and the fact that the upper reaches of Ebey Slough beyond the State Route 529 drawbridge can be reached by an alternate route using Steamboat Slough.

#### 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 effect on a substantial number of small entities. "Small entities" include independently owned and operated small 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 under 5 U.S.C. 605(b) that this proposal, if adopted, will not have a significant impact on a significant number of small entities.

#### Collection of Information

This proposal 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 proposal under the principles and criteria contained in Executive Order 12612, and it has been determined that the proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

#### Environment

The Coast Guard considered the environmental impact of this proposal and concluded that, under section 2.B.2. of Commandant Instruction M16475.B, this proposal is categorically excluded from further environmental documentation. A "Categorical

Exclusion Determination" is available in the docket for inspection or copying.

#### List of Subjects in 33 CFR Part 117 Bridges.

#### Proposed Regulations

For the reasons set out in the preamble, the Coast Guard proposes to amend part 117 of title 33, Code of Federal Regulations, as follows:

#### **PART 117—DRAWBRIDGE OPERATION REGULATIONS**

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g); section 117.255 also issued under the authority of Pub. L. 102–587, 106 Stat. 5039.

2. Effective February 1, 1997 through June 1, 1997 paragraphs (h) of 117.1059 is suspended and a new paragraph (j) is added to read as follows:

#### **§ 117.1059 Snohomish River, Steamboat Slough, and Ebey Slough.**

\* \* \* \* \*

(j) The draws of the SR 529 highway bridge across Ebey Slough, mile 1.6, at Marysville, need not open for the passage of vessels from February 1, 1997 through June 1, 1997.

Dated: February 5, 1996.  
J.W. Lockwood,  
*Rear Admiral, U.S. Coast Guard, Commander,  
13th Coast Guard District.*  
[FR Doc. 96–3697 Filed 2–20–96; 8:45 am]  
BILLING CODE 4910–14–M

#### **33 CFR Part 157**

[CGD 91–045]

RIN 2115–AF27

#### **Structural Measures To Reduce Oil Spills From Existing Tank Vessels Without Double Hulls; Correction**

AGENCY: Coast Guard, DOT.

ACTION: Correction to supplemental notice of proposed rulemaking.

SUMMARY: This document contains a correction to the supplemental notice of proposed rulemaking (CGD 91–045) which was published in the Federal Register on December 28, 1995 (60 FR

67226). The proposed regulations relate to the development of structural measures to reduce the threat of oil spills for existing tank vessels of 5,000 gross tons or more without double hulls.

#### **FOR FURTHER INFORMATION CONTACT:**

LCDR Suzanne Englebert, Project Manager, Standards Evaluation and Development Division, at (202) 267–6490. This number is equipped to record messages on a 24-hour basis.

#### **SUPPLEMENTARY INFORMATION:**

#### Background

The supplemental notice of proposed rulemaking (SNPRM) represents part of the Coast Guard's three-step effort to establish structural and operational measures that are economically and technologically feasible for reducing the threat of oil spills from tank vessels without double hulls, as required by the Oil Pollution Act of 1990 (OPA 90). It analyzes a number of measures and describes the results of extensive cost and benefit research on those measures deemed technologically feasible. No regulatory text is introduced in this SNPRM; however, the comments received on the SNPRM will allow the Coast Guard to assess the economic feasibility of structural measures. Upon the request of the Department of Transportation, a new Regulatory Identification Number (RIN) has been assigned to the structural portion of this rulemaking. The former RIN was 2115–AE01.

#### Need for Correction

As published in the SNPRM, table 2 contains transcription errors that are in need of correction.

Dated: February 13, 1996.

Joseph J. Angelo,

*Director for Standards, Office of Marine Safety, Security and Environmental Protection.*

#### Correction of Publication

Accordingly, the publication on December 28, 1995 of the supplemental notice of proposed rulemaking (CGD 91–045), which is the subject of FR Doc. 95–31371 is corrected as follows:

1. On page 67236, table 2 is revised to read as follows:

TABLE 2—SCREENING ANALYSIS—SUMMARY OF COSTS

Baseline tanker model	Measure	New total cargo oil	Cargo oil shut-out		One-time refit (ROM) costs (M\$)	Opportunity costs per year	
		(Bbls) (cu.m.)	(Bbls) (cu.m.)	% Initial		International	U.S. coastal
70,000 dwt, Pre-MARPOL ...	1.a. PL/Spaces, 30% coverage.	523,444 83,221	7,072 1,124	1.3	1.9	\$6,402,000	\$9,918,000
70,000 dwt, Pre-MARPOL ...	1.b. PL/STB, 30% coverage, with ballast to max. feasible draft.	470,283 74,769	60,233 9,576	11.4	0.5	6,402,000	9,918,000
70,000 dwt, Pre-MARPOL ...	1.c. PL/CBT, 30% coverage, empty to extent feasible.	470,283 74,769	60,233 9,576	11.4	0.2	6,402,000	9,918,000
70,000 dwt, MARPOL '73 ....	2.a. HBL all tanks .....	389,854 61,982	153,655 24,429	28.3	0	6,402,000	9,918,000
70,000 dwt, MARPOL '73 ....	2.b. HBL, equivalent to Regulation 13G.	477,892 75,979	65,617 10,432	12.1	0	6,402,000	9,918,000
70,000 dwt, Pre-MARPOL ...	3. PL/Spaces as in 1.c. and HBL as in 2.b.	443,948 70,582	86,567 13,763	16.3	0.2	6,402,000	9,918,000
70,000 dwt, MARPOL '73 ....	4. Retrofit double bottom ...	484,209 76,983	59,300 9,428	10.9	9.7	6,402,000	9,918,000
70,000 dwt, MARPOL '73 ....	5. Retrofit double sides .....	502,573 79,903	40,936 6,508	7.5	13.6	6,402,000	9,918,000
12,700 dwt, Tank Barge .....	6. PL/Spaces (install bulk-heads).	237,072 37,691	12,844 2,042	5.1	2.8	(*)	(*)
12,700 dwt, Tank Barge .....	7. PL/Spaces using existing cargo tanks.	207,712 33,204	42,203 6,710	16.9	0.3	(*)	(*)
264,000 dwt, Pre-MARPOL .	1.a. PL/Spaces, 30% coverage.	2,031,370 322,962	46,597 7,408	2.2	12.4	\$11,279,000	12,143,000
264,000 dwt, Pre-MARPOL .	1.b. PL/STB, 30% coverage, with ballast to max. feasible draft.	1,657,648 263,545	420,319 66,825	20.2	1.8	11,279,000	12,143,000
264,000 dwt, Pre-MARPOL .	1.c. PL/CBT, 30% coverage, empty to extent feasible.	1,657,648 263,545	420,319 66,825	20.2	0.4	11,279,000	12,143,000
264,000 dwt, MARPOL '73 ..	2.a. HBL all tanks .....	1,134,047 180,299	932,159 148,201	45.1	0	11,279,000	12,143,000
264,000 dwt, MARPOL '73 ..	2.b. HBL, equivalent to Regulation 13G.	1,495,725 237,801	570,481 90,699	27.6	0	11,279,000	12,143,000
264,000 dwt, Pre-MARPOL .	3. PL/Spaces as in 1.c. ....	1,425,814 226,686	652,153 103,684	31.4	0.4	11,279,000	12,143,000
264,000 dwt, Pre-MARPOL .	4. Retrofit double bottom ...	1,929,181 306,715	148,786 23,655	7.2	26.6	11,279,000	12,143,000
264,000 dwt, Pre-MARPOL .	5. Retrofit double sides .....	1,921,087 305,428	156,880 24,942	7.5	39.9	11,279,000	12,143,000
31,000 dwt, Tank Barge .....	6. PL/Spaces (install bulk-heads).	97,015 15,424	6,483 1,031	6.3	1.4	(*)	(*)
31,000 dwt, Tank Barge .....	7. PL/Spaces using existing cargo tanks.	68,281 10,856	35,217 5,599	34	0.2	(*)	(*)

\*Opportunity costs were not calculated for tank barges. However, if the opportunity costs for tank vessels were extrapolated to apply to tank barges and required shipyard time is accounted for, tank barge opportunity costs would range from \$2,506,000 to \$5,859,000.

[FR Doc. 96-3685 Filed 2-20-96; 8:45 am]  
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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[FL-59-1-6928b; FRL-5400-8]

### Approval and Promulgation of Implementation Plans Florida: Title V, Section 507, Small Business Stationary Source Technical and Environmental Compliance Assistance Program

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

**SUMMARY:** The EPA proposes to approve the State Implementation Plan (SIP) revision submitted on August 12, 1994, by the State of Florida for the purpose of including the Small Business Stationary Source Technical and Environmental Compliance Assistance Program into the Florida Administrative Code, Chapters 17-202.100 through 17.202.400. In the final rules section of this Federal Register, the EPA is approving the State's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision amendment and anticipates no adverse comments. A