

**GENERAL SERVICES
ADMINISTRATION**

41 CFR Part 301-4

[FTR Amendment 48]

RIN 3090-AF88

**Federal Travel Regulation; Privately
Owned Vehicles Mileage
Reimbursement**

AGENCY: Office of Policy, Planning and
Evaluation, GSA.

ACTION: Final rule.

SUMMARY: This final rule increases the
mileage reimbursement rates for use of
a privately owned vehicle (POV) on
official travel to reflect current costs of
operation as determined in cost studies
conducted by the General Services
Administration (GSA). The governing
regulation is revised to increase the
mileage allowance for advantageous use
of a privately owned automobile from
30 cents to 31 cents per mile and the
cost of a privately owned motorcycle
from 24.5 cents to 25 cents per mile, and
decrease the cost of operating a
privately owned airplane from 88.5
cents to 85 cents per mile.

DATES: *Effective date:* This final rule is
effective June 7, 1996.

Applicability date: The privately
owned vehicle (POV) mileage
reimbursement rates apply for official
travel performed on or after June 7,
1996.

FOR FURTHER INFORMATION CONTACT:
Vella Cloyd, General Services
Administration, Travel and
Transportation Management Policy
Division (MTT), Washington, DC 20405,
telephone 202-501-1538.

SUPPLEMENTARY INFORMATION: GSA has
determined that this rule is not a
significant regulatory action for the
purposes of Executive Order 12866 of
September 30, 1993. This final rule is
not required to be published in the
Federal Register for notice and
comment. Therefore, the Regulatory
Flexibility Act does not apply.

List of Subjects in 41 CFR Part 301-4

Government employees, Travel,
Travel allowances, Travel and
transportation expenses.

For the reasons set out in the
preamble, 41 CFR part 301-4 is
amended as follows:

**PART 301-4—REIMBURSEMENT FOR
USE OF PRIVATELY OWNED
CONVEYANCES**

1. The authority citation for part 301-
4 continues to read as follows:

Authority: 5 U.S.C. 5701-5709; E.O. 11609,
36 FR 13747, 3 CFR, 1971-1975 Comp., p.
586.

2. Section 301-4.2 is amended by
revising paragraph (a)(1) through (a)(3)
to read as follows:

**§ 301-4.2 When use of a privately owned
conveyance is advantageous to the
Government.**

- (a) * * *
- (1) For use of a privately owned
automobile: 31 cents per mile.
- (2) For use of a privately owned
airplane: 85 cents per mile
- (3) For use of a privately owned
motorcycle: 25 cents per mile.

* * * * *

Dated: April 30, 1996.

David J. Barram,

Acting Administrator of General Services.

[FR Doc. 96-12785 Filed 5-22-96; 8:45 am]

BILLING CODE 6820-24-M

**FEDERAL EMERGENCY
MANAGEMENT AGENCY**

44 CFR Part 64

[Docket No. FEMA-7641]

**List of Communities Eligible for the
Sale of Flood Insurance**

AGENCY: Federal Emergency
Management Agency (FEMA).

ACTION: Final rule.

SUMMARY: This rule identifies
communities participating in the
National Flood Insurance Program
(NFIP). These communities have
applied to the program and have agreed
to enact certain floodplain management
measures. The communities'
participation in the program authorizes
the sale of flood insurance to owners of
property located in the communities
listed.

EFFECTIVE DATES: The dates listed in the
third column of the table.

ADDRESSES: Flood insurance policies for
property located in the communities
listed can be obtained from any licensed
property insurance agent or broker
serving the eligible community, or from
the NFIP at: Post Office Box 6464,
Rockville, MD 20849, (800) 638-6620.

FOR FURTHER INFORMATION CONTACT:
Robert F. Shea, Jr., Division Director,
Program Implementation Division,
Mitigation Directorate, 500 C Street,
SW., room 417, Washington, DC 20472,
(202) 646-3619.

SUPPLEMENTARY INFORMATION: The NFIP
enables property owners to purchase
flood insurance which is generally not
otherwise available. In return,

communities agree to adopt and
administer local floodplain management
measures aimed at protecting lives and
new construction from future flooding.
Since the communities on the attached
list have recently entered the NFIP,
subsidized flood insurance is now
available for property in the community.

In addition, the Director of the
Federal Emergency Management Agency
has identified the special flood hazard
areas in some of these communities by
publishing a Flood Hazard Boundary
Map (FHBM) or Flood Insurance Rate
Map (FIRM). The date of the flood map,
if one has been published, is indicated
in the fourth column of the table. In the
communities listed where a flood map
has been published, Section 102 of the
Flood Disaster Protection Act of 1973, as
amended, 42 U.S.C. 4012(a), requires
the purchase of flood insurance as a
condition of Federal or federally related
financial assistance for acquisition or
construction of buildings in the special
flood hazard areas shown on the map.

The Director finds that the delayed
effective dates would be contrary to the
public interest. The Director also finds
that notice and public procedure under
5 U.S.C. 553(b) are impracticable and
unnecessary.

National Environmental Policy Act

This rule is categorically excluded
from the requirements of 44 CFR Part
10, Environmental Considerations. No
environmental impact assessment has
been prepared.

Regulatory Flexibility Act

The Acting Associate Director
certifies that this rule will not have a
significant economic impact on a
substantial number of small entities in
accordance with the Regulatory
Flexibility Act, 5 U.S.C. 601 et seq.,
because the rule creates no additional
burden, but lists those communities
eligible for the sale of flood insurance.

Regulatory Classification

This final rule is not a significant
regulatory action under the criteria of
section 3(f) of Executive Order 12866 of
September 30, 1993, Regulatory
Planning and Review, 58 FR 51735.

Paperwork Reduction Act

This rule does not involve any
collection of information for purposes of
the Paperwork Reduction Act, 44 U.S.C.
3501 et seq.

Executive Order 12612, Federalism

This rule involves no policies that
have federalism implications under
Executive Order 12612, Federalism,

October 26, 1987, 3 CFR, 1987 Comp., p. 252.

Executive Order 12778, Civil Justice Reform

This rule meets the applicable standards of section 2(b)(2) of Executive Order 12778, October 25, 1991, 56 FR 55195, 3 CFR, 1991 Comp., p. 309.

List of Subjects in 44 CFR Part 64

Flood insurance, Floodplains.

Accordingly, 44 CFR part 64 is amended as follows:

PART 64—[AMENDED]

1. The authority citation for Part 64 continues to read as follows:

Authority: 42 U.S.C. 4001 *et seq.*, Reorganization Plan No. 3 of 1978, 3 CFR, 1978 Comp., p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp., p. 376.

§ 64.6 [Amended]

2. The tables published under the authority of § 64.6 are amended as follows:

State/Location	Community No.	Effective date of eligibility	Current effective map date
New Eligibles—Emergency Program			
Texas: Angelina County, unincorporated areas	480007	Mar. 29, 1996	May 22, 1979.
Indiana: Jay County, unincorporated areas	180440	Apr. 9, 1996	Jan. 6, 1978.
Texas:			
Goliad County, unincorporated areas	480827	Apr. 19, 1996.	
Justin, city of, Denton County	480778	.....do	June 3, 1977.
North Dakota: Maddock, city of, Benson County	380004	.....do.	
Michigan: Middle Branch, township of, Osceola County	260952	Apr. 26, 1996.	
New Eligibles—Regular Program			
Ohio: Swanton, village of, Fulton and Lucas Counties	390632	Apr. 9, 1996	Feb. 15, 1984.
Arkansas: Bethel Heights, city of, Benton County	050386	Apr. 19, 1996	Aug. 16, 1995.
Texas:			
New Hope, town of, Collin County	480138	.....do	Jan. 19, 1996.
Weir, city of, Williamson County ¹	481674	.....do.	
Reinstatements			
Pennsylvania: Osborne, borough of, Allegheny County	420061	Feb. 16, 1973, Emerg; Nov. 15, 1979, Reg; Oct. 4, 1995, Susp; Apr. 12, 1996, Rein.	Oct. 4, 1995.
New York:			
Adams, town of, Jefferson County	360324	Sept. 1, 1978, Emerg; June 5, 1985, Reg; Nov. 4, 1992, Susp; Apr. 19, 1996, Rein.	June 5, 1985.
Wirt, town of, Allegany County	361597	Dec. 21, 1978, Emerg; June 25, 1982, Reg; Nov. 4, 1992, Susp; Apr. 19, 1996, Rein.	June 25, 1982.
New York:			
Stony Creek, town of, Warren County	360880	Dec. 29, 1980, Emerg; Aug. 24, 1984, Reg; Nov. 4, 1992, Susp; Apr. 26, 1996, Rein.	Aug. 24, 1984.
Lapeer, town of, Cortland County	361326	Nov. 4, 1976, Emerg; July 20, 1984, Reg; Nov. 4, 1992, Susp; Apr. 26, 1996, Rein.	July 20, 1984.
Regular Program Conversions			
Region III			
Delaware:			
Middletown, town of, New Castle County	100024	Apr. 17, 1996, Suspension Withdrawn	Apr. 17, 1996
New Castle, city of, New Castle County	100026	.....do	do.
New Castle County, unincorporated areas	105085	.....do	do.
Newark, city of, New Castle County	100025	.....do	do.
Newport, town of, New Castle County	100054	.....do	do.
Wilmington, city of, New Castle County	100028	.....do	do.
Region V			
Ohio:			
Fairfield County, unincorporated areas	390158	.....do	do.
Kenton, city of, Hardin County	390253	.....do	do.
Region VI			
Texas: Hardin County, unincorporated areas	480284	.....do	do.

¹ The City of Weir has adopted Williamson County's Flood Insurance Rate Map (FIRM) dated September 27, 1991 and Flood Insurance Study (FIS) for floodplain management and insurance purposes, (Panels 125 and 250; Williamson County's Community Identification Number is 481079).

Code for reading third column: Emerg.—Emergency; Reg.—Regular; Rein.—Reinstatement; Susp.—Suspension; With.—Withdrawn.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Issued: May 16, 1996.

Richard W. Krimm,

Acting Associate Director, Mitigation Directorate.

[FR Doc. 96-13017 Filed 5-22-96; 8:45 am]

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FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 0 and 80

[CI Docket No. 95-54, 96-195]

Inspection of Great Lakes Agreement Ships

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: The Commission has issued a *Report and Order* which adopts rules to require vessel operators on the Great Lakes subject to the annual inspection requirements of the Agreement between the United States and Canada for the Promotion of Safety on the Great Lakes by Means of Radio (Great Lakes Agreement) to have the inspection performed by an FCC-licensed technicians holding an FCC General Radiotelephone Operator License, a GMDSS Radio Maintainer's License, a Second Class Radiotelegraph Operator's Certificate, or a First Class Radiotelegraph Operator's Certificate instead of by Commission staff. The Commission took this action to reduce economic burdens on the public and the Commission. The intended effect of these rule changes is increase the availability of competent, private sector inspectors to conduct Great Lakes Agreement inspections without adversely affecting safety and, thus, provide greater convenience for the maritime industry.

EFFECTIVE DATE: June 24, 1996.

FOR FURTHER INFORMATION CONTACT: George R. Dillon of the Compliance and Information Bureau at (202) 418-1100.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's *Report and Order*, CI Docket No. 95-54, FCC 96-195, adopted April 25, 1996, and released, April 26, 1996. The full text of this *Report and Order* is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239) 1919 M Street, NW, Washington, DC. The complete text may be purchased from the Commission's copy contractor, International Transcription Services, 2100 M Street

NW, Washington, DC 20037, telephone (202) 857-3800.

Summary of Report and Order

1. In this *Report and Order*, we adopt rules that require owners and operators of ships subject to the annual inspection requirements of the Agreement between the United States and Canada for the Promotion of Safety on the Great Lakes by Means of Radio (Great Lakes Agreement) to have the inspection performed by an FCC General Radiotelephone Operator License, a GMDSS Radio Maintainer's License, a Second Class Radiotelegraph Operator's Certificate, or a First Class Radiotelegraph Operator's Certificate instead of by Commission staff. These changes will reduce economic burdens on the public and the Commission by allowing mariners to arrange for an inspection at their convenience. Because the United States is required by the Great Lakes Agreement to fully guarantee the completeness and efficiency of the inspection, we are adopting rules to require two independent certifications that the ship has passed an inspection. One certification from the inspecting technician that the vessel has passed an inspection and another certification that the vessel owner, operator, or ship's master is satisfied that the inspection was satisfactory. We have also concluded that it is important to the integrity of this ship inspection program that the inspectors be independent of the vessel owners and operators. We are, therefore, providing that the vessel's owner, operator, master, employees or their affiliates may not conduct the required inspections.

2. The Great Lakes Agreement is intended to promote safety of life and property on the Great Lakes by means of radio. It dates back to 1952 and requires, among other things, that all vessels over 20 meters (65 feet), most towing vessels, and vessels carrying more than six passengers for hire be equipped with a marine VHF radiotelephone installation. The Great Lakes Agreement requires that these installations be inspected at least once each year. The Great Lakes Agreement requires that the inspections be carried out by officers of the Contracting Governments or by either persons nominated for that purpose or organizations recognized by the Contracting Government. In other words, the Great Lakes Agreement provides specific authority allowing the United States to entrust the annual inspection to either persons or organizations other than the Commission.

3. Additionally, the Great Lakes Agreement requires that these vessels be inspected while the vessel is in active service or within one month before the date the vessel is placed in service. Because almost all vessels on the Great Lakes must be taken out of service over the winter and operators do not wish to interrupt shipping schedules after the shipping season begins, there is a very busy period in the spring when these vessels are being put back in service.

4. The Commission inspects approximately 490 vessels subject to the Great Lakes Agreement each year. Commission inspectors test the output power, frequency tolerance and availability of reserve power, and conduct an operational radio check of the radiotelephone installation during the inspection. Any failure of these critical items results in the vessel failing the annual inspection and not receiving a safety certificate until the failure is corrected. An integral part of the annual inspection is to examine the connecting transmission lines, electrical cabling and control circuitry that make up the entire radiotelephone installation to ensure that the individual components operate satisfactorily when connected together.

5. Although the inspections are relatively simple and generally take no more than an hour to complete, they are conducted to ensure that Great Lakes Agreement ships have a reliable means of distress communications in an emergency. We note, however, that improvements in the reliability of radiotelephone equipment and the industry practice of preinspection examinations have resulted in an inspection failure rate for Great Lakes Agreement vessels of only one per cent.

6. We believe in the principle that government should be responsive to user needs and began this proceeding to promote flexibility, remove unnecessary and inimical regulations and, most importantly, provide better service to the public.

Final Regulatory Flexibility Analysis

7. As required by Section 603 of the Regulatory Flexibility Act, the Commission has prepared a Final Regulatory Flexibility Analysis of the expected impact on small entities of the rules adopted in this Report and Order.

8. Need for and purpose of this action. The rules we adopt in this proceeding will permit the owners and operators of Great Lakes Agreement vessels to arrange for an inspection by an FCC-licensed operator instead of requiring that all inspections be conducted by FCC personnel. This change will improve the speed and convenience of