

Among other things, the items of particular interest are:

- The implementation of the Global Maritime Distress and Safety System (GMDSS).
- Maritime Search and Rescue matters.

Further information, including meeting agendas with meeting room numbers, minutes, and input papers, can be obtained from the Coast Guard Navigation Information Center computer bulletin board, accessible by modem by dialing: (703) 313-5910. This information is also accessible through Internet World Wide Web by entering: "http://www.navcen.uscg.mil/marcomms/imo/imo.htm"

Members of the public may attend these meeting up to the seating capacity of the rooms. Interested persons may seek information, including meeting room numbers, by writing: Mr. Ronald J. Grandmaison, U.S. Coast Guard Headquarters, Commandant (G-STM-2), Room 6509, 2100 Second Street, S.W., Washington, DC 20593-0001, by calling: (202) 267-1389, or by sending Internet electronic mail to r.grandmaison/g-e@mailgatehq.comdt.uscg.mil.

Dated: April 15, 1996.

Charles A. Mast,  
Chairman, Shipping Coordinating Committee.  
[FR Doc. 96-10158 Filed 4-24-96; 8:45 am]  
BILLING CODE 4710-07-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 95-089]

#### Interim Report on Tank Vessel Design, Construction, and Operation Under the Oil Pollution Act of 1990

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of availability of interim report; request for public comments.

**SUMMARY:** The Coast Guard announces the availability of an interim report concerning the impact of the provisions of the Oil Pollution Act of 1990 (OPA 90) relating to tank vessel design, construction, and operation on the safety of the marine environment and the economic viability and operational makeup of the maritime oil transportation industry. The interim report was prepared by a committee under the National Research Council and describes the committee's work to date and the availability of data. In addition, the committee is seeking comments and additional information on certain issues to assist it in preparing a final report, required by OPA 90, for

submission by the Coast Guard to Congress.

**DATES:** Comments must be received no later than May 30, 1996. In order to provide adequate time to review the interim report, it is recommended that requests for copies of the report be made on or before May 10, 1996.

**ADDRESSES:** Comments may be mailed to the Marine Board, National Research Council, 2101 Constitution Avenue, HA 250, Washington, DC 20418, ATTN: Mr. Donald Perkins. A copy of the interim report may be requested by writing Commandant (G-MES), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, by calling (202) 267-1044 between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays, or by facsimile at (202) 267-4624. The report is available on the World Wide Web at: <http://www.starsoftware.com/uscg/nmc/>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jack Klingel, Standards Evaluation and Development Division (G-MES), (202) 267-1044, or Mr. Jaideep Sirkar, Design and Engineering Standards Division (G-MMS-2), (202) 267-6925, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001.

#### SUPPLEMENTARY INFORMATION:

##### Background

Under the Oil Pollution Act of 1990 (OPA 90), the Secretary of Transportation (Coast Guard) is required (1) To assess the impact of the provisions of OPA 90 relating to double hulls for tank vessels on the safety of the marine environment and the economic viability and operational makeup of the maritime oil transportation industry and (2) to report the results of its assessment to Congress, with recommendations for legislative or other action (OPA 90, Sec. 4115(e)(2) (B) and (C); Note to 46 U.S.C. 3703a). To assist it in preparing the report, the Coast Guard requested advice in preparing this report from the National Research Council. Accordingly, the Marine Board of the National Research Council established the "Committee on Oil Pollution Act of 1990 (section 4115) Implementation Review" (the Committee). The Committee will assess the impact of the double hull and related provisions of OPA 90 on (1) The safety of the marine environment, (2) the economic viability of the maritime oil transportation industry, (3) the operational makeup of the maritime oil transportation industry, and (4) the influence of international conventions on tank vessel design and operational activities. In this regard, the

Committee has undertaken a methodical data gathering process, which includes input from written surveys, industry representatives and databases, and various Federal agencies involved in the promulgation of regulations. This notice of availability of the interim report and request for comments is one element within this data gathering process. While the Committee has compiled significant amounts of data and information and analysis, an independent solicitation of public comment over and above the public comment processes for the related Coast Guard regulatory projects may add significant value to the deliberations of the Committee.

With some exceptions, section 4115 of OPA 90 requires that oil tank vessels operating on waters subject to the jurisdiction of the United States have double hulls. It also provides for a 25-year phase-in period under certain circumstances.

#### Related Rulemakings

The Coast Guard has had several rulemaking projects concerning the design, construction, and operation of tank vessels under section 4115 of OPA 90. Comments submitted to the Coast Guard under these rulemakings have been made available to the Committee and need not be re-submitted in response to this request for comments.

#### Questions

The Coast Guard requests comments on the interim report and further information on the issues addressed in the report. The Committee has prepared, and is seeking answers to, the following questions:

1. Has the quality of the tanker fleet serving U.S. ports changed as a result of the passage of OPA 90? Can you attribute these changes to section 4115 of OPA 90?

2. What is the anticipated impact resulting from MARPOL 73/78, Annex I, Regulations 13F and 13G, on ship safety and the reduction of pollution into the marine environment?

3. What has been the impact of increased port state control activities designed to improve ship safety and reduce pollution into the marine environment?

4. What is the anticipated impact of enhanced survey requirements of MARPOL 73/78, Annex I, Regulation 13G, on ship safety and the reduction of pollution into the marine environment?

5. What information can you provide that indicates double hull vessels have affected marine safety and reduced pollution into the marine environment?

6. Have changes in vetting and other management practices been instituted since the passage of OPA 90? Have these changes been made as a direct result of section 4115 of OPA 90? What impact have these changes had on ship safety and the reduction of pollution into the marine environment?

7. What is your experience with the operational safety of double hull tank vessels in regard to stability during loading and discharge, safe access to ballast spaces, ventilation of ballast spaces, salvage, and other safety issues?

8. What is your inspection and maintenance experience in regard to corrosion protection and structural performance of double hull tank vessels?

9. Have you had any structural problems on double hull tank vessels?

10. What design changes would you suggest in double hull tank vessels?

11. Based on your experience, what are the advantages and disadvantages of double hull tank vessels as compared to single hull tank vessels?

12. Has OPA 90, section 4115, forced the retirement of single hull tank vessels earlier than desired or expected? If so, how much earlier and for what specific reason?

13. How do maintenance and operating costs differ between double hull and single hull tankers? Are higher costs anticipated for maintaining internal tank coatings? Manning and training requirements? Insurance? Drydocking and other maintenance and repair costs?

14. To what extent will pre-MARPOL tankers be modified to meet MARPOL's requirements for protectively located/segregated ballast tanks in order to gain additional life in the Regulation 13G retirement schedule?

15. Will MARPOL tankers in the international trade operate for the full 30 year limit or retire early? If they retire early, how much earlier?

16. Has the phase-out schedule for single hull tankers in OPA 90 affected the ability of shipping companies to finance replacement vessels? If so, how?

17. Has a two-tiered market developed in which double hull tank vessels receive higher freight rates than single hull tank vessels? If so, what is the difference? If not, will such a two-tiered market develop in the future?

18. To what extent will existing tank vessels without double hulls be reconstructed to comply with the double hull requirements of OPA 90 section 4115? At what cost? (Jones Act and international trades.)

19. Coast Guard lightering regulations permit the use of certain single hull vessels in specified lightering zones

within U.S. territorial waters until 2015, five years beyond the mandated double hull conversion schedule of OPA 90, section 4115. What is the potential impact of the lightering regulations on the use of single hull vessels in U.S. waters?

Dated: April 18, 1996.

Joseph J. Angelo,

*Director for Standards, Marine Safety and Environmental Protection.*

[FR Doc. 96-10256 Filed 4-24-96; 8:45 am]

BILLING CODE 4910-14-M

## Federal Aviation Administration

### Notice of Availability, Final Environmental Impact Statement; Master Plan Update, Syracuse-Hancock International Airport, Syracuse, New York

**AGENCY:** Federal Aviation Administration.

The City of Syracuse, Department of Aviation, owner and operator of Syracuse-Hancock International Airport, has prepared a Master Plan update for the airport. As part of the Plan, it was determined that a runway parallel to Runway 10-28 would be needed to accommodate the anticipated aviation demand and to allow for necessary temporary closures to existing Runway 10-28. The proposed project is the acquisition of approximately 220 acres of land located primarily northeast of the airport to provide a site for the construction of Runway 10L-28R parallel to, 3,600 ft. north of, and 1,400 ft. east of existing Runway 10-28.

A Final Environmental Impact Statement (FEIS) has been prepared by the FAA and the City of Syracuse which assesses the impact of alternative airport improvements. In the first phase of development, a runway 7,500 ft. long and 150 ft. wide would be constructed. In the second phase of development, the runway would be extended to an ultimate length of 9,000 ft. The 3,600 ft. lateral separation between the parallel runways would provide the capability to accommodate dual simultaneous ILS approaches to these runways.

Copies of the FEIS are available for review at the following locations:

Federal Aviation Administration, Airports Division, Regional Office, Fitzgerald Federal Building, JFK Int'l Airport, Jamaica, NY 11430. FAA Contact person is Mr. Frank Squeglia, Environmental Specialist (718) 553-3325.

City of Syracuse, Department of Aviation, Syracuse-Hancock International Airport, Main Terminal

Building, 2nd Floor Syracuse, New York 13212. City Contact person is Mr. Charles Everett, Jr., Commissioner (315) 454-3263.

Town of Clay, Zoning Dept., 4483 Route 31, Clay, New York 13041.

Town of Cicero, Zoning Dept., 8326 S. Main St., Cicero, New York 13039.

Town of Dewitt, Zoning Dept., 5400 Butternut Dr., Dewitt, New York 13214.

Town of Salina, Zoning Dept., 201 School Rd., Liverpool, New York 13088.

Syracuse University, Byrd Library, 222 Waverly Ave., Syracuse, New York 13210.

Onondaga Co. Public Library, 447 S. Salina St., Galleries Mall, Syracuse, New York 13202.

Comments on the FEIS must be received within 30 days from the publication date of this Notice and addressed to both the FAA and City of Syracuse at the above addresses. All substantive comments will be considered in the FAA Record of Decision (ROD) which will conclude the environmental process for this Federal action.

Issued in Jamaica, New York on April 12, 1996.

Anthony P. Spera,

*Acting Manager, Airports Division, Federal Aviation Administration, Eastern Region.*

[FR Doc. 96-9961 Filed 4-24-96; 8:45 am]

BILLING CODE 4910-13-M

## Office of the Secretary of Transportation

[Docket No. OST-96-1288]

### Comprehensive Truck Size and Weight Study: Analytical Framework and Outreach Plan

**AGENCY:** Department of Transportation, Office of the Secretary (OST).

**ACTION:** Notice; request for comments.

**SUMMARY:** This notice provides an update on the options analysis framework approved by the DOT Policy Oversight Group for the DOT Comprehensive TS&W Study and requests comments on this framework. Plans are outlined for informational focus sessions to explain how the study is being conducted and to obtain direct comment from constituent groups.

**DATES:** To be timely for consideration for either the analytical framework or outreach plans for the study, comments should be received on or before May 28, 1996. However, this docket will remain open until the study is completed. FHWA Docket No. 95-5 also will