

waters of the Hudson River west of Riverbank State Park, between West 137th and West 144th Streets, Manhattan, New York.

(2) The moving safety zone includes all waters within a 200 yard radius of each parade vessel from its turning point near Riverbank State Park until the vessel is safely berthed at various locations in the Port of New York and New Jersey.

(3) The safety zone includes all waters of the Hudson River Piers 84 and 88, Manhattan, New York, from the parade vessel column east to the Manhattan shoreline as the column passes in front of Piers 84 through 88.

(b) *Effective period.* This section is effective from 9:45 a.m. to 4:30 p.m. on May 22, 1996, unless extended or terminated sooner by the Captain of the Port, New York.

(c) *Regulations.*

(1) The general regulations contained in 33 CFR 165.23 apply to this safety zone.

(2) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on scene patrol personnel. U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel via siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

Dated: May 6, 1996.

T.H. Gilmour,

Captain, U.S. Coast Guard, Captain of the Port, New York.

[FR Doc. 96-12259 Filed 5-15-96; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 165

[CGD01-96-020]

RIN 2115-AA97

Safety Zone: Greenwood Lake Powerboat Race, Greenwood Lake, NJ

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for a powerboat race located on Greenwood Lake, New Jersey. This safety zone is in effect from 10 a.m. until 7 p.m. on Saturday, May 18, and Sunday, May 19, 1996. The safety zone temporarily closes a southern portion of Greenwood Lake to protect racing participants and spectator craft from the hazards associated with high speed powerboat racing.

EFFECTIVE DATE: This rule is effective from 10 a.m. until 7 p.m. on May 18, and May 19, 1996 unless extended or terminated sooner by the Captain of the Port, New York.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander R. Trabocchi, Chief, Coordination and Analysis Branch, Waterways Management Division, Coast Guard Activities New York (212) 668-7906.

SUPPLEMENTARY INFORMATION:

Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation. Good cause exists for not publishing an NPRM and for making this regulation effective less than 30 days after Federal Register publication. Due to the date the application for the event was received, there was insufficient time to draft and publish an NPRM. Any delay encountered in this regulation's effective date would be contrary to public interest since immediate action is needed to close this waterway and protect the maritime public from the hazards associated with high speed power boats racing in confined waters.

Background and Purpose

The Greenwood Lake Powerboat Association and the West Milford Chamber of Commerce submitted an Application For Approval of Marine Event to hold a powerboat race on the waters of Greenwood Lake. This safety zone encompasses a southern portion of Greenwood Lake, New Jersey, shore to shore, south of latitude 41°09' N, and north of latitude 41°08' N (NAD 1983). The safety zone is rectangular in shape with the northern and southern boundaries marked by four temporary buoys. The safety zone is in effect from 10 a.m. until 7 p.m. on May 18, and May 19, 1996, unless extended or terminated sooner by the Captain of the Port, New York. This safety zone precludes all vessels not participating in the event from transiting this portion of Greenwood Lake and is needed to protect mariners from the hazards associated with high speed powerboats racing in confined waters. Participating vessels include race participants and race committee craft. All other vessels, swimmers, and personal watercraft of any nature are precluded from entering or moving within the safety zone.

Regulatory Evaluation

This regulation is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs

and benefits under section 6(a)(3) of that order. It has been exempted from review 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 regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. This safety zone closes a one mile segment in the southern portion of Greenwood Lake to all vessel traffic from 10 a.m. until 7 p.m. on May 18, and May 19, 1996, unless extended or terminated sooner by the Captain of the Port, New York. Although this regulation prevents traffic from transiting this area, the effect of this regulation will not be significant for several reasons: the limited duration of the race, the event is taking place on an inland lake which has no commercial traffic, this is annual event with local support, and the notifications that will be made to the maritime community via local notices to mariners.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this regulation will have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) government jurisdictions with populations less than 50,000.

For the reasons given in the Regulatory Evaluation, the Coast Guard certifies under 5 U.S.C. 605(b) that this regulation will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This regulation 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 action in accordance with the principles and criteria contained in Executive Order 12612, and has determined that this regulation does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard has considered the environmental impact of this regulation and concluded that, under section

2.B.2.e.(34)(g) of Commandant Instruction M16475.1B, (as revised by 59 FR 38654, July 29, 1994), the promulgation of this regulation is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist are included in the docket.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

Final Regulation

For reasons set out in the preamble, the Coast Guard amends 33 CFR Part 165 as follows:

PART 165—[AMENDED]

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

2. A temporary section 165.T01–020, is added to read as follows:

§ 165.T01–020 Safety Zone: Greenwood Lake Powerboat Race, Greenwood Lake, New Jersey.

(a) *Location.* The waters of Greenwood Lake, New Jersey, shore to shore, south of latitude 41°09'N, and north of latitude 41°08'N (NAD 1983).

(b) *Effective period.* This section is effective from 10 a.m. until 7 p.m. on May 18, and May 19, 1996, unless extended or terminated sooner by the Captain of the Port, New York.

(c) *Regulations.*

(1) The general regulations contained in 33 C.F.R. 165.23 apply to this safety zone.

(2) Vessels not participating in this event, swimmers, and personal watercraft or any nature are precluded from entering or moving within the safety zone.

(3) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on scene patrol personnel. U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel via siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

Dated: May 6, 1996.

T.H. Gilmour,

Captain, U.S. Coast Guard, Captain of the Port, New York.

[FR Doc. 96–12260 Filed 5–15–96; 8:45 am]

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NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

36 CFR Part 1228

RIN 3095–AA65

Disposition of Federal Records; Correction

AGENCY: National Archives and Records Administration (NARA).

ACTION: Correction to final rule.

SUMMARY: This document contains corrections to the final rule published on Thursday, May 2, 1996. The regulation requires agencies to reimburse NARA for certain records maintained in Federal records centers that have exceeded the authorized disposal date. The corrections are technical in nature and do not substantively change the provisions of the rule.

EFFECTIVE DATE: June 3, 1996.

FOR FURTHER INFORMATION CONTACT:

Nancy Allard at 301–713–6730, extension 226.

SUPPLEMENTARY INFORMATION: As published, the final rule contains an error in the numbering of paragraphs in § 1228.54 and omits in several places an article or punctuation that adds clarity to the sentences.

Accordingly, the publication on May 2, 1996 (61 FR 19552) of the final rule which was the subject of FR Doc. 96–10888 is corrected as follows:

§ 1228.32 [Corrected]

On page 19554, in the second column, in the fifth line of paragraph (a) of § 1228.32, the word “an” is inserted after the word “in” so that the line reads “in an approved SF 115 are automatically”.

§ 1228.54 [Corrected]

1. On page 19554, in the third column, in the eleventh line of paragraph (g) of § 1228.54, a comma is inserted after the first word so that the line reads “reason, the agency wishes to retain.”

2. On page 19554, in the third column, in § 1228.54(h) the second paragraph designated as “(2)” and the paragraph designated as “(3)” are corrected to be designated “(3)” and “(4)”, respectively.

3. In the second line of corrected paragraph (h)(3), the word “a” is inserted before the word “temporary” so that the line reads “agree that a temporary extension is”.

Dated: May 9, 1996.

Nancy Y. Allard,

Alternate Federal Register Liaison.

[FR Doc. 96–12249 Filed 5–15–96; 8:45 am]

BILLING CODE 7515–01–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[OH90–1–7255a; FRL–5500–5]

Approval and Promulgation of Implementation Plan; Ohio

AGENCY: Environmental Protection Agency.

ACTION: Direct final rule.

SUMMARY: This document conditionally approves a revision to the Ohio State Implementation Plan (SIP) to meet the requirements of the USEPA transportation conformity rule. The transportation conformity SIP revisions enable the State of Ohio to implement and enforce the Federal transportation conformity requirements at the State or local level. The Federal transportation conformity rule has been amended twice since the original 1993 publication, and the Ohio SIP will need to be amended to accommodate the changes. The purpose of transportation conformity is to assure that transportation plans, programs and projects, approved by the United States Department of Transportation conform to the purpose of the SIP to attain and maintain the public health based air quality standards. The rationale for this conditional approval and other information are provided in this document.

DATES: This “direct final” rule is effective on July 15, 1996, unless USEPA receives adverse or critical comments by June 17, 1996. If the effective date is delayed, timely notice will be published in the Federal Register.

ADDRESSES: Copies of the SIP revision are available for inspection at the following address: (It is recommended that you telephone Patricia Morris at (312) 353–8656 before visiting the Region 5 Office.)

United States Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604.

Written comments should be sent to: J. Elmer Bortzer, Chief, Regulation Development Section, Air Programs Branch, (AR–18J), 77 West Jackson Boulevard, Chicago, Illinois 60604.