

EPA, Region V, 77 W. Jackson Blvd., Chicago, IL 60604, (312) 353-5821.

SUPPLEMENTARY INFORMATION: The site to be deleted from the NPL is Carter Lee Lumber Company Site located in Indianapolis, Indiana. A Notice of Intent to Delete for this site was published May 8, 1996 (61 FR 20785). The closing date for comments on the Notice of Intent to Delete was June 7, 1996. EPA received no comments and therefore no Responsiveness Summary was prepared.

The EPA identifies sites which appear to present a significant risk to public health, welfare, or the environment and it maintains the NPL as the list of those sites. Sites on the NPL may be the subject of Hazardous Substance Response Trust Fund (Fund-) financed remedial actions. Section 300.425(e)(3) of the NCP states that Fund-financed actions may be taken at sites deleted from the NPL in the unlikely event that conditions at the site warrant such action. Deletion of a site from the NPL does not affect responsible party liability or impede agency efforts to recover costs associated with response efforts.

List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous substances, Hazardous Waste, Intergovernmental relations, Penalties, Reporting and recordkeeping requirements, Superfund, Water pollution control, Water supply.

Dated: June 24, 1996.

David A. Ullrich,

Acting Regional Administrator, U.S. EPA, Region V.

40 CFR part 300 is amended as follows:

PART 300—[AMENDED]

1. The authority citation for part 300 continues to read as follows:

Authority: 33 U.S.C. 1321(c)(2); 42 U.S.C. 9601-9657; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp.; p.351; E.O. 12580, 52 FR 2923, 3 CFR, 1987 Comp.; p. 193.

Appendix B—[Amended]

2. Table 1 of Appendix B to part 300 is amended by removing the Site "Carter Lee Lumber Company Site, Indianapolis, Indiana".

[FR Doc. 96-17322 Filed 7-8-96; 8:45 am]

BILLING CODE 6560-50-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Part 42

[CGD 96-006]

RIN 2115-AF29

Extension of Great Lakes Load Line Certificate

AGENCY: Coast Guard, DOT.

ACTION: Direct final rule.

SUMMARY: By this direct final rule, the Coast Guard is revising the limit on the number of days that a Great Lakes Load Line Certificate extension may be granted from 90 days to 365 days. This action is taken to extend the Great Lakes load line certificate interval from the current 5 years and 90 days maximum interval to a 6-year maximum interval.

DATES: This rule is effective on October 7, 1996, unless the Coast Guard receives written adverse comments or written notice of intent to submit adverse comments on or before September 9, 1996. If such comments or notice are received, the Coast Guard will withdraw this direct final rule, and a timely notice of withdrawal will be published in the Federal Register.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 96-006), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Executive Secretary maintains the public docket for this rulemaking. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: LCDR Mark R. DeVries, G-MOC, (202) 267-0009.

SUPPLEMENTARY INFORMATION:

Request for Comments

Any comments must identify the names and address of the person submitting the comment, specify the rulemaking docket (CGD 96-006) and the specific section of this rule to which each comment applies, and give the reason for each specific comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8+ by 11 inches, suitable for copying and

electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

Regulatory Information

The Coast Guard is publishing a direct final rule, the procedures of which are outlined in 33 CFR 1.05-55, because no adverse comments are anticipated. If no adverse comments or any written notice of intent to submit adverse comment are received within the specified comment period, this rule will become effective as stated in the **DATES** section. In that case, approximately 30 days prior to the effective date, the Coast Guard will publish a notice in the Federal Register stating that no adverse comment was received and confirming that this rule will become effective as scheduled. However, if the Coast Guard receives written adverse comment or written notice of intent to submit adverse comment, the Coast Guard will publish a notice in the final rule section of the Federal Register to announce withdrawal of all or part of this direct final rule. If adverse comments apply to only part of this rule, and it is possible to remove that part without defeating the purpose of this rule, the Coast Guard may adopt as final those parts of this rule on which no adverse comments were received. The part of this rule that was the subject of adverse comment will be withdrawn. If the Coast Guard decides to proceed with a rulemaking following receipt of adverse comments, a separate notice of proposed rulemaking (NPRM) will be published and a new opportunity for comment provided.

A comment is considered "adverse" if the comment explains why this rule would be inappropriate, including a challenge to the rule's underlying premise or approach, or would be ineffective or unacceptable without a change.

Background and Purpose

Before 1973, the load line intervals for vessels operating on the Great Lakes was 6 years in length. In 1973, the load line regulations were revised and the 6-year interval was reduced to 5 years with a provision to allow for a 90-day extension. The reduction in the interval was because of the higher frequency and shorter length of Great Lakes voyages, the presumed safety risks resulting from the increased amount of dockings, and the Great Lakes climatic conditions.

This assumption has proven to be incorrect. The Lake Carriers' Association, whose membership includes the operators of 59 U.S.-Flag freightships on the Great Lakes, has

been able to provide 20 years of data to dispute the additional risk assumption. The Coast Guard agrees that the data does not support the presumption of higher safety risks.

Instead, the reduction in the Great Lakes load line certificate interval caused an unnecessary increased financial burden on the industry without the benefit of an increase in the level of safety. It created this increase in costs by causing more frequent drydockings and reducing the number of days available to carry cargo. This rule will avoid unnecessary costs to the industry by providing for extensions of Great Lakes load line certificate intervals up to 365 days for qualifying Great Lakes vessels.

Discussion of Rules

This rule revises 46 CFR Part 42 by changing the limit on the number of days that a Great Lakes load line certificate may be extended from 90 days to 365 days. This expands the Great Lakes load line certificate interval to a maximum interval of 6 years, including allowable extensions.

Regulatory Evaluation

This rule 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 not been reviewed 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This rule impacts only vessel owners and operators in possession of a Great Lakes Load Line Certificate, and will result in cost savings to vessels receiving an extension of this certificate by allowing vessel owners and operators greater flexibility in the coordination and scheduling of required examinations.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider the economic impact on small entities of a rule for which a general notice of proposed rulemaking is required. "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)

governmental jurisdictions with populations of less than 50,000.

This rule will create cost savings for vessel owners and operators in possession of a great Lakes load line certificate without additional costs to other small entities. Therefore, the Coast Guard finds that this rule will not have a significant economic impact on a substantial number of small entities. Any comments submitted in response to this finding will be evaluated under the criteria described earlier in the preamble for comments.

Collection of Information

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

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B, as revised by 59 FR 38654, July 29, 1994, this rule is categorically excluded from further environmental documentation. Section 2.B.2.e(34)(d) of that instruction excludes "regulations concerning manning, documentation, admeasurement, inspection, and equipping of vessels." A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under **ADDRESSES**.

List of Subjects in 46 CFR Part 42

Penalties, Reporting and record keeping requirements, Vessels.

For the reasons set out in the preamble, the Coast Guard amends 46 CFR part 42 as follows:

PART 42—DOMESTIC AND FOREIGN VOYAGES BY SEA

1. The authority citation for part 42 continues to read as follows:

Authority: 46 U.S.C. 2103; 49 CFR 1.45, 1.46; section 42.01–5 also issued under the authority of 44 U.S.C. 3507.

2. In § 42.07–45, paragraph (d)(2) introductory text is revised to read as follows:

§ 42.07–45 Loan line certificates.

* * * * *

(d) * * *

(2) A Great Lakes certificate is issued for 5 years and may be extended by the Commander, Ninth Coast Guard District, up to 365 days from date of the—

* * * * *

Dated: July 2, 1996.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Marine Safety and Environmental Protection.

[FR Doc. 96–17461 Filed 7–8–96; 8:45 am]

BILLING CODE 4910–14–M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Chapter I

[CC Docket No. 96–21, FCC 96–288]

Bell Operating Company Provision of Out-of-Region Interstate, Interexchange Services

AGENCY: Federal Communications Commission.

ACTION: Interim rule.

SUMMARY: In this *Report and Order*, the Commission facilitates the efficient and rapid provision of out-of-region, domestic, interstate, interexchange services by the BOCs, as contemplated by the Telecommunications Act of 1996 (1996 Act), while still protecting ratepayers and competition in the interexchange market, by removing dominant regulation for BOCs that provide such services through an affiliate that complies with certain safeguards. These safeguards are the same as those that have applied for more than ten years to affiliates of independent local exchange companies (LECs) (*i.e.*, exchange telephone companies, including GTE, other than the BOCs) that are regulated as non-dominant interexchange carriers under the rules established in the *Competitive Carrier* proceeding. These rules will permit the rapid entry by the BOCs into the provision of out-of-region interstate, interexchange services while providing protection against anticompetitive conduct.

EFFECTIVE DATE: August 8, 1996.

FOR FURTHER INFORMATION CONTACT: Michael Pryor (202) 418–0495 or Melissa Waksman (202) 418–0913, Common Carrier Bureau, Policy and Program Planning Division.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Report and Order* adopted on June 28, 1996, and released on July 1, 1996, FCC 96–288. The full text of this *Report and Order* is available for inspection and copying during normal business hours in the FCC Reference Center (Room