

less than 30 days after Federal Register date would be contrary to the public interest since immediate action is needed to prevent further harm to the public due to the navigational hazards associated with destruction of the Savannah Light Tower.

#### Background and Purpose

The Coast Guard is establishing a temporary safety zone in a 1,000 yards radius of the Savannah Light Tower. This safety zone is needed to protect vessel traffic from the hazards created by the allision of the M/V Neptune Jade with the Savannah Light Tower and the Tower's subsequent destruction. The M/V Neptune Jade at the time of the allision lost at 20 ft. container overboard. The contents of the container were 70 55-gallon drums of paint. Salvage operations are being performed in the area of the Savannah Light Tower. In addition to protecting vessel traffic from debris associated with the Savannah Light Tower's destruction, these regulations are necessary to protect salvage personnel engaged in recovery operations.

This safety zone is established on the navigable waters within a 1,000 yard radius of the Savannah Light Tower, at position 31-57.ON and 080-41.OW. All coordinates referenced use Datum: NAD 1983. Nonobligatory guidelines are included in the regulatory language for that portion of the regulated area which falls outside of the navigable waters of the United States. Entry into this safety zone is prohibited, unless specifically authorized by the Captain of the Port.

#### 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 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary, because the safety zone will be in effect for a limited time and regulates a limited area.

#### 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 economic impact on a substantial number of small

entities. "Small entities" include independently owned and operated 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 this rule will not have a significant effect on small entities because this safety zone will be established in a limited area and will only be in effect for a limited time.

#### Collection of Information

This rule contains no collection-of-information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

#### Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient Federalism implication to warrant the preparation of a Federalism Assessment.

#### Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has been determined pursuant to section 2.B.2. of Commandant Instruction M16475.1B, (as revised by 59 FR 38654, July 29, 1994). Specifically, section 2.B.2.e.(34)(g) does not require a Categorical Exclusion Determination and the preparation of an Environmental Analysis Checklist.

#### List of Subjects in 33 CFR Part 165

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

#### Temporary Regulations

In consideration of the foregoing, the Coast Guard amends subpart C of part 165 of title 33, Code of Federal Regulations, 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 new § 165.T96-073 is added to read as follows:

#### § 165.T96-073 Safety Zone: Savannah, GA.

(a) *Regulated Area.* A safety zone is established on the navigable waters within a 1,000 yard radius of the Savannah Light Tower, at position 31-57.ON, 080-41.OW. All coordinates referenced use Datum: NAD 1983.

(b) *Regulations.* These regulations are effective for those navigable waters which fall within the navigable waters of the United States.

(1) Anchoring, mooring, or transiting within this zone is prohibited, unless authorized by the Captain of the Port, Savannah, Georgia.

(2) Entry into this zone is prohibited, unless specifically authorized by the Captain of the Port, Savannah, Georgia.

(3) The Captain of the Port will notify the public of changes in the status of this safety zone by Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

(c) *Effective date.* This regulation is effective at 8 a.m. EST on December 5, 1996. When this temporary rule is terminated the agency will publish a document in the Federal Register.

Dated: December 5, 1996.

C. E. Bone,

*Commander, U. S. Coast Guard, Captain of the Port Savannah, Georgia.*

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 300

[FRL-5669-7]

### National Oil and Hazardous Substances Contingency Plan; National Priorities List Update

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice of deletion of a site from the National Priorities List.

**SUMMARY:** The Environmental Protection Agency (EPA) announces the deletion of the Ambler Asbestos Superfund site in Ambler, Pennsylvania from the National Priorities List (NPL). The NPL is Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Contingency Plan (NCP), which EPA promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended. EPA and the State of Pennsylvania have determined that all appropriate Fund-financed responses under CERCLA have been implemented and that no further cleanup by responsible parties is appropriate. Moreover, EPA and the State of Pennsylvania have determined that remedial actions conducted at the site to date remain protective of public health, welfare, and the environment.

**EFFECTIVE DATE:** December 27, 1996.

**ADDRESSES:** Comprehensive information on this site is available for viewing at the Site information repositories at the following locations:

U.S. EPA, Region 3, Hazardous Waste Technical Information Center, 841 Chestnut Building, Philadelphia, PA 19107, (215) 566-5363.

Wissahickon Valley Public Library, Ambler Branch, 209 Race Street, Ambler, PA 19002, (610) 646-1072.

**FOR FURTHER INFORMATION CONTACT:**

James J. Feeney, Site Project Manager (3HW21), U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, PA, 19107, (215) 566-3190.

**SUPPLEMENTARY INFORMATION:** The site to be deleted from the NPL is: Ambler Asbestos Site, Ambler, Pennsylvania.

A Notice of Intent to Delete for this site was published September 5, 1996 (61 FR 46755). The closing date for comments on the Notice of Intent to Delete was October 7, 1996. EPA received no comments.

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. Any site deleted from the NPL remains eligible for Fund-financed remedial actions in the unlikely event that conditions at the site warrant such action. Section 300.66(c)(8) of the NCP states that Fund-financed actions may be taken at sites deleted from the NPL.

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: December 13, 1996.

W. Michael McCabe,

*Regional Administrator, U.S. EPA Region 3.*

For the reasons set out in the preamble, 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, 191 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 "Ambler Asbestos Piles" in Ambler, Pennsylvania.

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**GENERAL SERVICES ADMINISTRATION**

**41 CFR Parts 301-4, 301-7, 301-8, 301-11, and 302-2**

[FTR Amendment 54]

RIN 3090-AF98

**Federal Travel Regulation; Computation of Per Diem Allowance for a Partial Day of Travel; Use of Locality-Based Per Diem Rate for Househunting Trips**

**AGENCY:** Office of Governmentwide Policy, GSA.

**ACTION:** Final rule.

**SUMMARY:** This final rule amends the Federal Travel Regulation (FTR) to modify per diem allowance computation for a partial day of travel, to eliminate the requirement for a traveler to record departure and arrival times on the travel voucher, and to allow per diem reimbursement for a househunting trip to be based on the locality per diem rate. This amendment will simplify travel reimbursement, thereby reducing agency travel costs.

**DATES:** *Effective dates:* The provisions of this final rule which amend part 301-4 of chapter 301 are effective June 7, 1996. The provisions of this final rule which amend parts 301-7, 301-8, and 301-11 of chapter 301, and part 302-2 of chapter 302 are effective December 27, 1996.

*Applicability dates:* The provisions of this final rule which amend part 301-4 of chapter 301 apply for travel performed on or after June 7, 1996. The provisions of this final rule which amend parts 301-7, 301-8, and 301-11 of chapter 301, and part 302-2 of chapter 302 apply for travel (including travel incident to a change of official station) performed on or after December 27, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Robert A. Clauson, Travel and Transportation Management Policy Division (MTT), Washington, DC 20405, telephone 202-501-1538.

**SUPPLEMENTARY INFORMATION:** This amendment was developed by the Joint Financial Management Improvement Program (JFMIP) Travel Reinvention

Task Force to streamline the processing of travel and relocation reimbursement claims. The General Services Administration (GSA), after review of the JFMIP recommendations, has determined that the recommendations are appropriate and is implementing the changes with certain modifications through this amendment. The amendment modifies per diem allowance computation for a partial day of travel, and eliminates the requirement for a traveler to record departure and arrival times on the travel voucher. This amendment also authorizes the payment of a locality-based per diem rate when an employee is performing travel to seek residence quarters. Finally, this amendment makes a technical correction to the provisions governing reimbursement when an employee uses a privately owned vehicle to perform official travel.

**Current Per Diem Allowance Computation**

The FTR provides for the payment of a per diem allowance based on the lodgings-plus method, which includes payment for the actual expenses of lodging up to a maximum amount and payment of a flat amount for meals and incidental expenses (M&IE). The FTR currently requires that the M&IE amount be reduced for meals provided by the Government at no cost or at nominal cost to the employee.

In addition, the FTR requires that the M&IE allowance for a partial day of travel (e.g., the first or last day of travel) be computed based on one-fourth of the applicable M&IE rate for each quarter-day the employee is in a travel status on that day. The quarters are fixed (i.e., 12:01 a.m.-6:00 a.m., 6:01 a.m.-12:00 noon, 12:01 p.m.-6:00 p.m., and 6:01 p.m.-12:00 midnight) based on local time.

Under current rules, an employee may not be paid a per diem allowance for travel of 10 hours or less (a special variation of this rule applies for an employee working a compressed work schedule). Finally, an employee must record the time of departure from, and arrival at, the official station or any other place at which official travel begins or ends to accurately compute the per diem allowance payable.

**Modification of Per Diem Allowance Computation.**

This amendment abolishes the quarter-day method of computing the M&IE allowance for a partial day of travel and replaces it with payment of a flat three-fourths of the applicable M&IE rate on a partial travel day. The JFMIP Travel Reinvention Task Force