

participate in this rulemaking by submitting written views, data, or arguments. Persons submitting comments should include their names and addresses, identify this notice (CGD13 85-06) and the specific section of the proposal to which their comments apply, and give reasons for each comment. Receipt of comments will be acknowledged if a stamped self-addressed postcard or envelope is enclosed.

The regulations may be changed in light of comments received. All comments received before the expiration of the comment period will be considered before final action is taken on this proposal. No public hearing is planned, but one may be held if written requests for a hearing are received and it is determined that the opportunity to make oral presentations will aid the rulemaking process.

Drafting Information

The drafters of this notice are LT M. P. RAND, USCG, Project Officer, U.S. Coast Guard Marine Safety Office, Portland, Oregon, and LCDR D. G. Beck, USCG, Project Attorney, Thirteenth Coast Guard District Legal Office.

Discussion of Proposed Regulations

Each year, the Tri-Cities Water Follies Association sponsors an unlimited hydroplane race on the Columbia River near Kennewick, Washington. The event draws a large number of spectators to the beaches and waters surrounding the race course. A sizeable portion of the spectators watch the event from numerous pleasure craft anchored near the race course. To promote the safety of both the spectators and the participants, a special navigation regulation providing Coast Guard personnel with the authority to control and coordinate general navigation in the waters surrounding the race course during the event is required. The Coast Guard has previously published temporary regulations for this annual event. The regulations were essentially republished from year to year without change. These regulations are being made permanent with specific event dates and other information being published annually in the Local Notices to Mariners.

Economic Assessment and Certification

These proposed regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979). The economic impact of this proposal is expected to be so

minimal that a full regulatory evaluation is unnecessary. This regulation affects a short section of the Columbia River with only light commercial traffic and will be in effect for only six (6) days, two of those being Saturday and Sunday. On the days of time trials, Tuesday through Saturday, July 23 to 27, 1985, and annually thereafter, the Patrol Commander will allow commercial traffic to transit the area between time trials. On race day Sunday, July 28, 1985, all traffic will be excluded. This race is an annual event and similar regulations have been promulgated in the past. There has been no evidence brought to the attention of the Coast Guard of significant adverse economic effect from such past regulation.

Since the impact of this proposal is expected to be minimal, the Coast Guard certifies that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water).

Proposed Regulations

PART 100—[AMENDED]

In consideration of the foregoing, the Coast Guard proposes to amend Part 100 of Title 33, Code of Federal Regulations, by adding § 100.1303 to read as follows:

§ 100.1303 Annual Kennewick, Washington, Unlimited Hydroplane Races.

(a) From Tuesday through Saturday, July 23 to 27, 1985, this regulation will be in effect from 8:30 a.m. until 7:30 p.m. on Sunday, July 28, 1985, this regulation will be in effect from 8:30 a.m. until one hour after the conclusion of the last race. This section will be effective thereafter annually during the last week of July as published in the Local Notices to Mariners.

(b) The Coast Guard will restrict general navigation and anchorage by this regulation during the hours it is in effect on the waters of the Columbia River from the western end of Hydro Island to the western end of Clover Island at Kennewick, Washington.

(c) When deemed appropriate, the Coast Guard may establish a patrol consisting of active and auxiliary Coast Guard vessels in the area described in paragraph (b). The patrol shall be used the direction of a Coast Guard officer or petty officer designated as Coast Guard Patrol Commander. The Patrol Commander is empowered to forbid and control the movement of vessels in the area described in paragraph (b) of this section.

(d) The Patrol Commander may authorize vessels to be underway in the area described in paragraph (b) of this section during the hours this regulation is in effect. All vessels permitted to be underway in the controlled area (other than racing or official vessels) shall do so only at speeds which will create minimum wake consistent with maintaining steerageway, and not to exceed seven (7) miles per hour. This speed limit may be adjusted at the discretion of the Patrol Commander to enhance the level of safety.

(e) A succession of sharp, short signals by whistle or horn from vessels patrolling the area under the direction of the U.S. Coast Guard Patrol Commander shall serve as a signal to stop. Vessels signalled shall stop and shall comply with the orders of the patrol vessel personnel; failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(33 U.S.C. 1233; 49 U.S.C. 108; 49 CFR 1.46(b); and 33 CFR Part 100.35)

Dated: April 12, 1985.

R. R. Garrett,

Captain, U.S. Coast Guard, Commander, 13th Coast Guard District, Acting.

[FR Doc. 85-9615 Filed 4-19-85; 8:45 am]

BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[A-5-FRL-2923-1]

Approval and Promulgation of Implementation Plans; Michigan

AGENCY: Environmental Protection Agency (USEPA).

ACTION: Notice of proposed rulemaking.

SUMMARY: USEPA is proposing to approve a revision to the Michigan State Implementation Plan (SIP) for volatile organic compounds (VOC) as it applies to the General Motors Corporation (GMC) Buick Motor Division located in Flint, Michigan. The proposed revision is an alteration to Consent Order No. 8-1982 which was approved as a SIP revision on July 6, 1983 (48 FR 31022). Consent Order No. 8-1982 made various modifications to the compliance schedules established for the Buick Motor Plant in the applicable SIP VOC regulation. On September 6, 1984, the State of Michigan submitted an alteration of Consent Order No. 8-1982 which changes requirements in the Order by accelerating the final compliance dates with the Michigan SIP

limit for prime and prime-surfacer coating operations. This alteration also extends an interim compliance date for topcoat operations one year, but reduces the interim emission limit during the period. USEPA believes that approval of this revision will not jeopardize attainment of the ozone National Ambient Air Quality Standards (NAAQS).

DATE: USEPA must receive comments on or before May 22, 1985.

ADDRESSES: Written comments should be sent to: (Please submit an original and five copies, if possible): Mr. Gary Gulezian, Chief, Regulatory Analysis Section (5AR-26), U.S. Environmental Protection Agency, 230 South Dearborn Street, Chicago, Ill. 60604.

FOR FURTHER INFORMATION CONTACT: Ms. Toni Lesser (312) 886-6037.

Copies of the State's submittal and USEPA's evaluation are available for inspection during normal business hours at (It is recommended that you telephone Ms. Toni Lesser, at (312) 886-6037, before visiting the Region V Office):

U.S. Environmental Protection Agency, Region V, Air and Radiation Branch (5AR-26), 230 South Dearborn Street, Chicago, Illinois 60604

Michigan Department of Natural Resources, Air Quality Division, State Secondary Government Complex, General Office Building, 7150 Harris Drive, Lansing, Michigan 48821

SUPPLEMENTARY INFORMATION: On July 6, 1983 (48 FR 31022), USEPA approved a Stipulation for Entry of Consent and Final Order, SIP No. 8-1982, between GMC and the Michigan Air Pollution Control Commission (MAPCC) as a revision to the Michigan SIP. The Consent Order concerned VOC emissions from the surface coating lines at Buick Motor Division Plant in Flint, Michigan. The plant is located in Genesee County, which is classified as primary nonattainment area for Ozone. This plant assembles and paints automobiles. The coating operations affected by the Consent Order are the prime operations, the prime-surfacer operations and the small parts topcoat operations. All these operations are classified as the surface coating of automobiles and light-duty trucks and are subject to the VOC control requirements of Michigan Rules 336.1603 and 336.1610. The Consent Order extended the interim and final compliance dates for meeting the VOC limits in 336.1610 from those set forth in the regulation for the Buick Motor Division Plant.

The July 6, 1983 (48 FR 31022), Notice of Final Rulemaking approving Consent Order No. 8-1982 discussed Michigan's November 29, 1982, submittal of additional data which demonstrated that compliance date extensions for, among others, Buick Motor Division, do not interfere with the demonstration of attainment in Flint area. It was also noted in that notice, that Michigan has changed the units with which they express their emission limits. The limits have been changed from pounds per gallon of coating to pounds per gallon of applied coating solids.

On September 6, 1984, the State of Michigan submitted a revision in the form of an Alternative of Stipulation for Entry of Consent Order and Final Order, SIP No. 8-1982, between GMC and MAPCC. Consent Order No. 8-1982 as altered, provides for the following schedule and emission limitations:

Prime Operations: Until December 31, 1985, VOC emission shall not exceed 36-8 pounds per gallon of applied coating solids. After December 31, 1985, VOC emissions shall not exceed 1.43 pounds per gallon of applied coating solids.

Primer-Surfacer Operations: After December 31, 1984, VOC emissions shall not exceed 14.9 pounds per gallon of applied coating solids.

Topcoat Operations: Until December 31, 1985, VOC emissions shall not exceed 48.1 pounds per gallon of applied coating solids. After December 31, 1985 and until December 31, 1987, VOC emissions shall not exceed 27.1 pounds per gallon of applied coating solids. After December 31, 1987, VOC emissions shall not exceed 14.9 lbs of VOC per gallon of solids.

Consent Order No. 8-1982 as amended, accelerates final compliance with VOC limits for the prime coating operations from December 31, 1987 to December 31, 1985. This alternation also allows primer surfacer operations to be conducted in compliance with final VOC limits after December 31, 1984 instead of December 31, 1987. Compliance with the topcoat and trim limit of 331.1 pounds per gallon of applied coating solids as required in the current order, would be delayed by 1 year from December 31, 1984 to December 31, 1985. The limit would be reduced to 27.1 pounds per gallon of applied coating solids. Final compliance for the topcoat and repair operations remains at December 31, 1987.

The State believes that based on the Buick Motor Plant's 1983 production, the effect of the alterations of the order would be to allow 1800 tons of VOC emissions in 1985. The original order which was federally approved on July 6, 1983, allowed 1485 tons of VOC

emissions. In addition, for 1986 and 1987 the alteration allows VOC emissions of 647 tons each year, which is 810 tons less than the VOC emissions allowed in the existing order. This alteration allows 343 tons of VOCs to be emitted over that allowed in the original order for the year 1985.

USEPA has reviewed Consent Order No. 8-1982 for the GMC, and finds the December 31, 1987 final compliance extension to be consistent with the USEPA's October 20, 1981 policy statement (46 FR 51386) which established criteria whereby states could defer certain compliance dates for surface coating operations at automotive and light truck assembly plants. USEPA believes this extension with interim compliance will ultimately result in more cost-effective compliance and can be implemented without interfering with the maintenance of the O₃ NAAQS.

The Office of Management and Budget has exempted this rule from the requirements of Section 3 of Executive Order 12291.

Pursuant to the provisions of 5 U.S.C. 605(b), I certify that this action will not have a significant impact on a substantial number of small entities because it affects only one source. In addition, this action imposes no additional requirements on the source.

List of Subjects in 40 CFR Part 52

Air pollution control, Ozone, Sulfur oxides, Nitrogen dioxide, Lead, Particulate matter, Carbon monoxide, Hydrocarbons, Intergovernmental relations.

This notice is issued under authority of section 110 of the Clean Air Act, as amended (42 U.S.C. 7410).

Dated: March 28, 1985.

Valdas V. Adamkus,

Regional Administrator.

[FR Doc. 85-9594 Filed 4-19-85; 8:45 am]

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40 CFR Part 81

[MS-009; A-4-FRL-2822-8]

Designation of Areas for Air Quality Planning Purposes; Mississippi; Redesignation of Total Suspended Particulate (TSP) Area

AGENCY: Environmental Protection Agency.

ACTION: Proposed rule.

SUMMARY: EPA today proposes to approve a request by Mississippi that the attainment status designation of the City of Laurel be changed from nonattainment to attainment for the