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Introduction

For the reasons stated below, we will allow a 30-day extension of time, until July 6, 1995, for the filing of preliminary comments in this proceeding.

Background

On March 29, 1995, the Commission issued *Real-Time Information Networks*, Notice of Technical Conference and Request for Comments, 60 FR 17726 (Apr. 7, 1995), 70 FERC ¶161,360 (1995) (Notice), that initiated this proceeding and invited comments in preparation for a forthcoming technical conference. The Notice invited interested persons to file preliminary comments on or before June 6, 1995, and to participate in a technical conference where they can make oral presentations on their positions.

On May 4, 1995, New England Power Pool (NEPOOL) participants filed a motion that requested a 60-day extension, until August 7, 1995, for the filing of comments in response to the Notice. This same request was made in a similar motion filed by members of the Pennsylvania-New Jersey-Maryland Interconnection (PJM) on May 5, 1995, in a letter from the Northeast Power Coordinating Council (NPCC) filed on May 8, 1995, and in a joint motion by the Edison Electric Institute (EEI) and the American Public Power Association (APPA) filed on May 19, 1995. Additionally, the member systems of the New York Power Pool filed a letter in support of the NEPOOL request on May 16, 1995.

Discussion

We will allow a 30-day extension of time—until July 6, 1995—to file preliminary comments. In granting this extension, we have balanced the nature and complexity of the issues presented and the efforts that interested persons need to exert in order to respond to these issues, against the need to take final action in this proceeding no later than the time that we take final action on our notice of proposed rulemaking on open access non-discriminatory transmission service.¹ We emphasize that the two proceedings need to run on parallel tracks if we are to successfully implement non-discriminatory open access and minimize uncertainty to utilities who will be required to comply

with the Commission's final requirements in both proceedings. We believe a 30-day extension of time properly balances these competing concerns.

Additionally, we emphasize that we are requesting parties to file *preliminary* comments. The Notice describes a process—of which the preliminary comments, now due on or before July 6, 1995, are just the first step. These comments are being solicited to help the Commission prepare for the forthcoming technical conference, by identifying the issues important to the participants, how far along the participants are in identifying possible means to accomplish the Commission's objectives, or possible obstacles to particular approaches that the Commission needs to consider. Following the technical conference, there will be other opportunities for participants to comment. Moreover, participants will not be limited to the issues, approaches, arguments, and concerns that they present at this stage of the proceeding. We fully expect that participants' recommendations may change as the proceeding progresses.

We are now only at the beginning of what we hope will be an iterative, consensus-building process. Given the important and complex work yet to be done, it is imperative that we avoid any additional delay at this early stage of the process. We, therefore, will grant only a 30-day extension of time, and will deny the requested 60-day extension of time.

The Commission Orders

The motions filed by NEPOOL, PJM, EEI, APPA, and NPCC for extensions of time to file comments are hereby granted in part, to allow a 30-day extension of time. All preliminary comments will now be due on or before July 6, 1995.

By the Commission.

Lois D. Cashell,

Secretary.

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DEPARTMENT OF TRANSPORTATION

Saint Lawrence Seaway Development Corporation

33 CFR Part 401

Seaway Regulations and Rules: Miscellaneous Amendments

AGENCY: Saint Lawrence Seaway Development Corporation, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Saint Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority of Canada publish joint Seaway Regulations. As a result of discussions with the Authority, it has been determined that a number of existing regulations need to be amended for clarification or simplification. In addition, several substantive changes are being proposed, specifically: changing the maximum allowable beam from 23.16 m (76 feet) to 23.8 m (78 feet), with certain, practical conditions applied; reducing the security deposit for certain vessels; and requiring permanent fenders, with a phase-in period. The first two of these proposals are intended to encourage increased usage of the Seaway while the third is intended to increase the safety for both the Corporation's and the Authority's locks and the vessels transiting.

DATES: Any party wishing to present views on the proposed amendments may file comments with the Corporation on or before July 17, 1995.

ADDRESSES: Send comments to Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, 400 Seventh Street SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, 400 Seventh Street SW., Washington, DC 20590, (202) 366-6823.

SUPPLEMENTARY INFORMATION: As a result of discussions with the Saint Lawrence Seaway Authority of Canada, the Saint Lawrence Seaway Development Corporation proposes to amend the Seaway Regulations and Rules in 33 CFR Part 401 as described in the following summary.

Section 401.3, "Maximum vessel dimensions", would be amended by revising paragraph (a), removing paragraph (d)(1), and adding a new paragraph (e) to change the maximum allowable beam from 23.16 m (76 feet) to 23.8 m (78 feet) and simplify the approval process for vessels exceeding 23.2 m., with practical conditions applied for such things as vessel configuration and weather conditions.

Section 401.6, "Markings", would be amended by revising paragraphs (a) and (b) to round off the length requirements from 19.8 m to 20.0 m and from 117 m to 110 m, respectively, for simplification and consistency with the international collision regulations. To alleviate safety problems caused by portable fender usage, § 401.7, "Fenders", would be revised to require, as a rule, permanent fenders of a specified type, with only occasional deployment of portable fenders allowed on a single transit basis,

¹ See Promoting Wholesale Competition Through Open Access Non-Discriminatory Transmission Services by Public Utilities and Recovery of Stranded Costs by Public Utilities and Transmitting Utilities, Notice of Proposed Rulemaking and Supplemental Notice of Proposed Rulemaking, 60 FR 17662 (Apr. 7, 1995), IV FERC Stats. & Regs. ¶ 32,514 (1995).