XIV. Statutory Authority

The statutory authority for the actions proposed today is granted to EPA by Sections 211(c), (k) and 301 of the Clean Air Act, as amended; 42 U.S.C. 7545(c),(k), and 7601.

List of Subjects in 40 CFR Part 80

Environmental protection, Air pollution control, Fuel additives, Gasoline, Motor vehicle pollution, Reporting and recordkeeping requirements.

Dated: September 27, 1995. Carol M. Browner,

Administrator.

*

For the reasons set out in the preamble, part 80 of title 40 of the Code of Federal Regulations is amended as follows:

PART 80—REGULATION OF FUELS AND FUEL ADDITIVES

1. The authority citation for part 80 continues to read as follows:

Authority: Sections 114, 211, and 301(a) of the Clean Air Act as amended (42 U.S.C. 7414, 7545, and 7601(a)).

2. Section 80.41 is amended by revising paragraph (g) to read as follows:

§80.41 Standards and requirements for compliance.

*

(g) Oxygen maximum standard. (1) The per-gallon standards for maximum oxygen content, which apply to reformulated gasoline subject to the simple model per-gallon or average standards, are as follows:

(i) The standard shall be the maximum allowed under the provisions of section 211(f) of the Act; except that

(ii) The standard shall not exceed 3.2 percent by weight for ethanol within the boundaries of any state if the state notifies the Administrator that the use of an oxygenate will interfere with attainment or maintenance of an ambient air quality standard or will contribute to an air quality problem.

(2) A state may request the standard specified in paragraph (g)(1)(ii) of this section separately for reformulated gasoline designated VOC-controlled and reformulated gasoline not designated as VOC-controlled.

(3) The standard in paragraph (g)(1)(ii) of this section shall apply 30 days after the Administrator publishes a notice in the Federal Register announcing such a standard.

* * * * * * [FR Doc. 95–24583 Filed 10–4–95; 8:45 am] BILLING CODE 6560–50–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Chapter I

[CGD 95-073]

International Management Code for the Safe Operation of Ships and for Pollution Prevention, (ISM) Code

AGENCY: Coast Guard, DOT **ACTION:** Notice of public meetings.

SUMMARY: The Coast Guard is planning four (4) public meetings to discuss the implementation of the International Maritime Organization (IMO) International management Code for the Safe Operation of Ships and for POLLUTION prevention (International Ship Management (ISM) Code). The ISM Code encourages the continuous improvement of safety management skills within the maritime industry. In keeping with the results of a Coast Guard review of its regulatory development process, the Coast Guard will hold these public meetings to provide the public an opportunity to comment and give input into the implementation of the Code. DATES: The public meetings will be held from 9 a.m. until 3 p.m. as follows: On October 30, 1995, in Seattle, Washington; on November 1, 1995, in Long Beach. California: on November 13, 1995, in New Orleans, Louisiana; and on November 16, 1995, in New York City, New York. Those attending the public meetings should have available a photo identification card to meet entrance requirements for the building management at the meeting sites. Written material may also be submitted regarding this matter and must be received not later than November 29, 1995.

ADDRESSES: The public meetings will be held at the following locations: North Auditorium, 4th Floor, Jackson Federal Building, 915 Second Avenue, Seattle, Washington; the Boardroom, Port Authority Administration Building, 925 Harbor Plaza, Port of Long Beach, California; the Holiday Inn Downtown Hotel, 330 Loyola Avenue, New Orleans, Louisiana; and New York Port Authority Oval Room, 43rd Floor, 1 World Trade Center, New York City, New York. Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard, 2100 Second Street SW. Washington, DC 20593–0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments will become part of this docket and will be available for inspection or copying at room 3406, Coast Guard Headquarters, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. FOR FURTHER INFORMATION CONTACT: Mr. Bob Gauvin, Project Manager, Vessel and Facilities Operating Standards Branch (G-MOS-2), (202) 267-1181. This number is equipped to record messages on a 24-hour basis. Anyone wishing to make a presentation is requested to call this number and give the following information: docket number (CGD 95–073); name; company or organizational affiliation (if any); and the estimated amount of time needed for the comment.

SUPPLEMENTARY INFORMATION:

Background and Discussion

On November 4. 1993, the International Maritime Organization (IMO) adopted resolution A.741(18) entitled "International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code)." The objectives of the ISM Code are to improve safety at sea, to reduce the occurrence of human injury or loss of life, and to minimize environmental and property damage attributable to marine casualties. The ISM Code seeks to accomplish these objectives by encouraging the implementation of Safety Management Systems by shipping companies with oversight by national administrations, such as the U.S. Coast Guard.

Beginning in 1998, the ISM Code will become mandatory for vessels which operate in international trade to which the Safety of Life at Sea (SOLAS) convention applies. On July 1, 1998, the ISM Code will become mandatory for passenger ships, passenger high speed craft, oil tankers, chemical tankers, gas carriers, bulk carriers, and cargo high speed craft of 500 gross tons and greater. On July 1, 2002, the ISM Code will become mandatory for other cargo ships and self-propelled mobile offshore drilling units of 500 gross tons and greater. Until those dates, compliance with the ISM Code by owners of the various classes of vessels is voluntary.

The ISM Code represents the culmination of an evolving recognition within the maritime industry that the "human element" is a critical factor in preventing casualty or pollution incidents. Historically, the international maritime community has approached maritime safety from an engineering and technology perspective. International standards addressed equipment and design requirements. However, despite