

COMMISSION ON UNITED STATES-PACIFIC TRADE AND INVESTMENT POLICY**Office of the United States Trade Representative****Notice of Meeting of the Commission on United States-Pacific Trade and Investment Policy**

AGENCY: Commission on United States-Pacific Trade and Investment Policy/Office of the United States Trade Representative.

ACTION: Notice that the meeting of the Commission on United States-Pacific Trade and Investment Policy is scheduled for November 25, 1996 from 9:30 a.m. to 5:30 p.m. This meeting will be closed to the public.

SUMMARY: The Commission on United States-Pacific Trade and Investment Policy will hold a meeting on November 25, 1996 from 9:30 a.m. to 5:30 p.m. This meeting will be closed to the public. This meeting will include a review and discussion of current issues affecting U.S. trade policy with Asia and discussion of the Commission's final recommendations for its report to the President. Pursuant to Section 2155(f)(2) of Title 19 of the United States Code, the USTR has determined that these meetings will be concerned with matters the disclosure of which would seriously compromise the development by the United States Government of trade policy, priorities, negotiating objectives or bargaining positions with respect to the operation of any trade agreement and other matters arising in connection with the development, implementation and administration of the trade policy of the United States.

DATES: This meeting is scheduled for November 25, 1996, unless otherwise notified.

ADDRESSES: These meetings will be held at the U.S. Department of Commerce, Patent and Trademark Office, Office of Patent Policy Dissemination, Crystal Square 4, Suite 700, 1745 Jefferson Davis Highway (Route 1), Arlington, VA 22202, unless otherwise notified.

FOR FURTHER INFORMATION CONTACT:

Nancy Adams, Executive Director of the Commission on United States-Pacific Trade and Investment Policy, Room 400,

600 17th Street, NW, Washington, D.C. 20508, (202) 395-9679.

Nancy Adams,

Executive Director, Commission on United States-Pacific Trade and Investment Policy.

Charlene Barshefsky,

Acting United States Trade Representative.

[FR Doc. 96-30135 Filed 11-25-96; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION**Coast Guard**

[CGD 96-063]

Incineration of Solid Waste Aboard U.S. Coast Guard Cutters; Environmental Assessment and Proposed Finding of No Significant Impact

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has prepared an Environmental Assessment (EA) and proposed Finding of No Significant Impact (FONSI) for the proposed installation of marine incinerators on board certain classes of cutters (vessels larger than 65 feet in length) for the purpose of burning shipboard solid waste and waste oil to mitigate its accumulation. The EA analysis provides the basis for concluding that there will be no significant impact on the marine environment and that preparation of an Environmental Impact Statement will not be necessary. This notice announces availability of the EA and proposed FONSI and solicits comments.

DATES: Comments must be received on or before December 26, 1996.

ADDRESSES: Comments may be mailed to the Commanding Officer (ELC code 016), 2401 Hawkins Point Road, Baltimore, MD 21226-5000, or may be delivered to the same address between 8 a.m. and 3 p.m. EST, Monday through Friday, except Federal Holidays. The telephone number is (410) 636-3585, and FAX (410) 636-7379.

Copies of the EA and proposed FONSI may be obtained by contacting Mr. Hari Bindal at (410) 636-3585 or faxing a request to (410) 636-7379. Copies of EA and FONSI are also available for inspection at the office of the Commanding Officer, Engineering Logistics Center (ELC 016), 2401 Hawkins Point Road, Baltimore, Maryland 21226-5000.

FOR FURTHER INFORMATION CONTACT:

Mr. Hari Bindal, Environmental Protection Specialist, (410) 636-3585.

Request for Comments

Copies of EA and proposed FONSI are available as described under **ADDRESSES**. The Coast Guard encourages interested persons to comment on these documents. The Coast Guard will consider these comments prior to finalizing the proposed FONSI and prior to making a decision to implement installation of incinerators aboard its cutters. If comments are received that merit revision of the EA, the EA will be revised before finalizing the FONSI.

Background

U.S. Coast Guard's major missions are: Law Enforcement, Defense Operations, Search and Rescue, Ice Operations, Marine Science, Pollution Response, and Aids to Navigation. To accomplish these missions, USCG operates a fleet of boats and cutters on the U.S. domestic and international waters. Cutters having designed endurance of 5 days or more, and with a crew of more than 50, face problems with shipboard generated solid waste (trash, garbage) and waste oil. Some of the Coast Guard cutters voyage for a period up to 180 days between port visits, and carry a crew of over 200. The International Convention for the Prevention of Pollution from Ships (MARPOL) and the U.S. Act to Prevent Pollution from Ships (APPS) prohibit disposal of plastics anywhere at sea and restrict discharge of other waste to certain distances from shore. MARPOL also has designated certain special areas where waste discharge regulations are more stringent. To comply with MARPOL, APPS, and other environmental laws and regulations, Coast Guard cutters must either store and carry the waste back to port, or install on-board disposal devices which comply with these regulations. Given that cutters have very limited storage space, and to provide for healthy and safe conditions for the crew, the Coast Guard considered several alternatives, and has proposed incinerators as the means to handle the shipboard solid waste.

This environmental assessment (EA) was prepared pursuant to the National Environmental Policy Act (NEPA) of 1969; and the Coast Guard's NEPA Implementing Procedures, to evaluate the potential environmental impacts of the proposed installation of incinerators on certain classes of Coast Guard cutters. Other International and U.S. Laws which apply to the use of incinerators on ships include: The Antarctic Treaties; Clean Air Act; Resource Conservation and Recovery Act; Coastal Zone Management Act;

Endangered Species Act; Fish and Wildlife Conservation Act; Clean Water Act; and Comprehensive Environmental Response and Liability Act.

Other alternatives for shipboard solid waste and waste oil handling considered by the Coast Guard were: (1) No Action; (2) Retention and Transfer; (3) Recycling; and (4) Volume Reduction by using Compactors, Pulpers, and Shredders. These alternatives do not provide a complete solution to the problem, since either the waste still requires some storage on board, or the waste is discharged at sea without sufficient treatment. Therefore, incineration was selected as the preferred alternative.

The EA investigated impacts of incineration on the physical environment (hydrologic and geographic features); biological environment (marine mammals, sea turtle, fish, invertebrates, coastal and marine birds, plankton, and benthos); and the atmosphere (ambient air quality, global warming, and ozone depletion). These factors were considered for all areas of operation, including MARPOL special areas.

Air emission tests were conducted on a prototype incinerator, installed on a Coast Guard cutter. Carbon monoxide (CO), Nitrogen oxides (NO_x), Sulphur dioxide (SO₂), Volatile organic compounds (VOCs), Dioxins and Trace metals in the flue were measured and analyzed. Residue ash was analyzed for trace metals. All analyzed constituents were found to be below the International Maritime Organization (IMO) shipboard incinerator standards and Environmental Protection Agency (EPA) standards for municipal incinerators. An air dispersion model was used to analyze the impact of trace pollutants on the sea surface. The concentrations were insignificant.

The EA concludes that the concentrations of pollutants generated by the proposed installation of incinerators on board certain classes of Coast Guard cutters are low enough that the physical, biological, and atmospheric effects on the marine environment are significant for all areas of operation. Consequently, an Environmental Impact Statement is not required.

Dated: September 19, 1996.

Gregory B. Kirkbride,

CDR, USCG, USCG Engineering Logistics Center, Environmental Branch.

[FR Doc. 96-30064 Filed 11-25-96; 8:45 am]

BILLING CODE 4910-14-M

[CGD 96-062]

Natural Gas as Fuel in Marine Applications

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting; request for comments.

SUMMARY: The Coast Guard is studying the use of compressed natural gas (CNG) and liquefied natural gas (LNG) as fuel aboard commercial ships. Use of these types of fuel offers the opportunity to decrease harmful engine exhaust emissions and reduce the potential for oil spills.

DATES: A public meeting will be held on Tuesday, January 14, 1997. Comments must be received before Monday, February 3, 1997.

ADDRESSES: The meeting will be held at the Nassif Building, 400 Seventh Street S.W., Washington, DC 20590-0001. Written comments may be mailed to Commandant (G-MSE-3), U.S. Coast Guard, 2100 Second Street, SW., Washington, DC 20593-0001, or faxed to 202-267-4816.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander R.K. Butturini, Mr. Wayne Lundy or Ensign Felicia K. Rydzewski, Systems Engineering Division, Commandant (G-MSE-3), room 1300, telephone (202) 267-2206 between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: The Coast Guard is responsible for establishing safety standards for commercial vessels. As a result of concern over marine engine emissions, there has been growing interest in the shipping industry for the use of CNG and LNG as fuel. These fuels burn cleaner than oil fuels and may be more economical in some applications.

One U.S. commercial vessel is currently operating with CNG fuel. The Coast Guard wants to use the lessons learned from this operation, along with public comments, to evaluate the feasibility of future applications for both CNG and LNG as fuel on commercial vessels. Therefore, the Coast Guard is soliciting public comment regarding the use of CNG and LNG as fuel, particularly with respect to the potential pollution hazards, the type of vessels where use of CNG and LNG may be feasible, and current shoreside use of CNG and LNG for transportation.

Dated: November 19, 1996.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 96-30063 Filed 11-25-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Hartsfield Atlanta International Airport, Atlanta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Hartsfield Atlanta International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before December 26, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Campus Building, 1701 Columbia Ave., Suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Art Bacon, Airport Business Manager of the city of Atlanta's Department of Aviation at the following address: Mr. Art Bacon, Airport Business Manager, Hartsfield-Atlanta International Airport, P.O. Box 20509, Atlanta, GA 30320.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Atlanta's Department of Aviation under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Southern Region, Atlanta Airports District Office, Ms. Lee Kyker, Program Manager, 1701 Columbia Ave., Suite 2-260, College Park, GA 30337-2747.

The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Atlanta Hartsfield International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 18, 1996 the FAA determined that the application to impose and use the revenue from a PFC