

You must keep records relating to . . .	until . . .
(a) Drilling .....	90 days after you complete drilling operations
(b) Casing and liner pressure tests, diverter tests, and BOP tests .....	2 years after the completion of drilling operations
(c) Completion of a well or of any workover activity that materially alters the completion configuration or affects a hydrocarbon-bearing zone.	you permanently plug and abandon the well or until you forward the records with a lease assignment.

**§ 250.469 Must I submit copies of well logs?**

You must submit copies (field or final prints of individual runs) of logs or charts of electrical, radioactive, sonic, and other well-logging operations; directional-and vertical-well surveys;

velocity profiles and surveys, and analysis of cores to MMS. Each Region will provide specific instructions for submitting well logs and surveys.

\* \* \* \* \*

4. In § 250.515, paragraph (b) is revised to read as follows:

**§ 250.515 Blowout prevention equipment.**

\* \* \* \* \*

(b) The minimum BOP system for well-completion operations must meet the appropriate standards from the following table:

When . . .	the minimum BOP stack must include . . .
(1) The expected pressure is less than 5,000 psi .....	three preventers consisting of: an annular, one set of pipe rams, and one set of blind or blind-shear rams.
(2) The expected pressure is 5,000 psi or greater or you use multiple tubing strings.	four preventers consisting of: an annular, two sets of pipe rams, and one set of blind or blind-shear rams.
(3) You handle multiple tubing strings simultaneously .....	four preventers consisting of: an annular, one set of pipe rams, one set of dual pipe rams, and one set of blind or blind-shear rams.
(4) You use a tapered drill string .....	at least one set of pipe rams that are capable of sealing around each size of drill string. If the expected pressure is greater than 5,000 psi, then you must have at least two sets of pipe rams that are capable of sealing around the larger size drill string. You may substitute one set of variable bore rams for two sets of pipe rams.
(5) It is one year from the final rule effective date .....	at least one set of blind-shear rams.

\* \* \* \* \*

5. In § 250.615, paragraph (b) is revised to read as follows:

**§ 250.615 Blowout prevention equipment.**

\* \* \* \* \*

(b) The minimum BOP system for well-workover operations with the tree

removed must meet the appropriate standards from the following table:

When . . .	the minimum BOP stack must include . . .
(1) The expected pressure is less than 5,000 psi .....	three preventers consisting of: an annular, one set of pipe rams, and one set of blind or blind-shear rams.
(2) The expected pressure is 5,000 psi or greater or you use multiple tubing strings.	four preventers consisting of: an annular, two sets of pipe rams, and one set of blind or blind-shear rams.
(3) You handle multiple tubing strings simultaneously .....	four preventers consisting of: an annular, one set of pipe rams, one set of dual pipe rams, and one set of blind or blind-shear rams.
(4) You use a tapered drill string .....	at least one set of pipe rams that are capable of sealing around each size of drill string. If the expected pressure is greater than 5,000 psi, then you must have at least two sets of pipe rams that are capable of sealing around the larger size drill string. You may substitute one set of variable bore rams for two sets of pipe rams.
(5) It is one year from the final rule effective date .....	at least one set of blind-shear rams.

**Hydrogen Sulfide**

\* \* \* \* \*

[FR Doc. 00-15546 Filed 6-20-00; 8:45 am]

BILLING CODE 4310-MR-P

**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR Part 166**

[CGD08-00-012]

RIN 2115-AA98

**Anchorage Regulation; Sabine Pass, TX, Gulf of Mexico**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to create a new anchorage area on the eastern side of the Sabine Pass Safety

Fairway, opposite the Sabine Bank Offshore (North) Anchorage area in the Gulf of Mexico south of Sabine Pass. This will help alleviate the need for in-bound deep draft vessels to cross the Sabine Pass Safety Fairway and navigate around a charted shallow area just to the southeast of the North anchorage. This proposal will allow deep draft vessels to enter and depart Sabine Bank anchorages on a safer, lower risk course.

**DATES:** Comments and related material must reach the Coast Guard on or before August 21, 2000.

**ADDRESSES:** You may mail comments and related material to Commanding Officer, U.S. Coast Guard Marine Safety

Office, Federal Building, 2875 Jimmy Johnson Blvd., Port Arthur, Texas 77640–2099, or you may deliver comments at the same address between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (409) 723–6501. The Captain of the Port maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the same address, dates and times.

**FOR FURTHER INFORMATION CONTACT:** Chief Warrant Officer Matthew Marlow, Waterways Management, Coast Guard Marine Safety Office Port Arthur, telephone (409) 723–6509, extension 239.

#### **SUPPLEMENTARY INFORMATION:**

##### **Request for Comments**

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD08–00–012), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

##### **Public Meeting**

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Commanding Officer U.S. Coast Guard Marine Safety Office at the address under **ADDRESSES** explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

##### **Background and Purpose**

In 1997, the in-bound tank vessel CROSBY ran aground just outside the Sabine Bank Offshore (North) Anchorage area located in the Gulf of Mexico, approximately 13 miles south of Sabine Pass, TX. This vessel was carrying over 650,000 barrels of crude oil. Although no oil was spilled, the result could have been disastrous. The subsequent investigation revealed that

the vessel's master crossed the safety fairway and was attempting to navigate into the North anchorage. However, a strong westerly current began pushing the CROSBY toward the shallow area southeast of the anchorage area. The master was unable to maneuver away from the shallows and the vessel grounded. Four tugboats took 15 hours to refloat the CROSBY.

The proposed new anchorage east of the Sabine Bank Offshore (North) Anchorage is necessary to reduce the risk of a grounding. The proposed location for a new anchorage is free of shallow areas immediately surrounding it. In-bound petroleum laden deep draft vessels invariably have need to anchor and wait for daylight transit. If an anchorage is created on the eastern side of the Sabine Pass Safety Fairway, deep draft vessels will not need to cross the safety fairway to anchor, and will avoid passing close to the shallow area southeast of the North anchorage. This significantly reduces navigational risks to deep draft shipping.

##### **Discussion of Proposed Rule**

The regulation creates a new anchorage in an area bounded by rhumb lines joining points at:

Latitude	Longitude
29°26'06" N .....	93°38'52" W.
29°26'06" N .....	93°37'00" W.
29°24'06" N .....	93°37'00" W.
29°24'06" N .....	93°38'52" W.

With this proposal, the new Sabine Bank Offshore (East) Anchorage will include deeper waters surrounding the anchorage boundaries, while maintaining an effective area of safety for deep draft vessels. This proposed regulation is designed to reduce risk of deep draft vessel groundings and promote safety of maritime commerce in the Port Arthur Captain of the Port Zone.

##### **Regulatory Evaluation**

This proposed 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. The Office of Management and Budget has not reviewed it 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).

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

There are no fees, permits, or specialized requirements for the maritime industry to utilize this anchorage area. The regulation is solely for the purpose of advancing safety of maritime commerce.

##### **Small Entities**

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

This proposed rule should have minimal economic impact on vessels operated by small entities. There are no restrictions for entry or use of the proposed anchorage targeting small entities. Fairway anchorage regulations found in 33 CFR 166.200 apply equally to large and small entities. The proposed regulation creates only a new anchorage area, it does not govern its usage. The proposed location is no farther offshore or closer to shore than the existing North anchorage.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

##### **Assistance for Small Entities**

This proposed rule is not foreseen to affect small entities.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the entity listed in **ADDRESSES**.

##### **Collection of Information**

This proposed rule would call for no new collection of information under the

Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

Federalism

We have analyzed this proposed rule under E.O. 13132 and have determined that this rule does not have implications for federalism under that Order.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a State, local, or tribal government or the private sector to incur direct costs without the Federal Government's having first provided the funds to pay those costs. This proposed rule would not impose an unfunded mandate.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under E.O. 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Environment

We considered the environmental impact of this proposed rule and concluded that, under figure 2–1, paragraph 34, of COMDTINST M16475.1C, this proposed rule is categorically excluded from further environmental documentation. A Categorical Exclusion Determination will be prepared in accordance with paragraph 2.B.2, Figure 2–1, CE#34(f) of COMDTINST M16475.1C. This rule proposes creating a new anchorage area to the east of the Sabine Bank Offshore (North) Anchorage area. This new anchorage would enhance the safety in the waters offshore of Port Arthur, Texas by allowing additional space and a safer approach for deep draft vessels to anchor.

List of Subjects in 33 CFR Part 166

Anchorage grounds, Marine Safety, Navigation (water), Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 166 as follows:

PART 166—SHIPPING SAFETY

1. The authority citation for part 166 continues to read as follows:

Authority: 33 U.S.C. 1223; 49 CFR 1.46.

2. In § 166.200, paragraph (d)(13)(iv) is added to read as follows:

§ 166.200 Shipping safety fairways and anchorage areas, Gulf of Mexico.

\* \* \* \* \*

(d) \* \* \*

(13) \* \* \*

(iv) Sabine Bank Offshore (East) Anchorage Area. The area enclosed by rhumb lines joining points at:

Latitude	Longitude
29°26'06" N.	93°38'52" W.
29°26'06" N.	93°37'00" W.
29°24'06" N.	93°37'00" W.
29°24'06" N.	93°38'52" W.

Dated: May 31, 2000.

Paul J. Pluta,  
Commander, Eighth Coast Guard District.  
[FR Doc. 00–15514 Filed 6–20–00; 8:45 am]  
BILLING CODE 4910–15–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[FRL–6719–1]

National Oil and Hazardous Substances Pollution Contingency Plan, National Priorities List Update

AGENCY: Environmental Protection Agency.

ACTION: Notice of intent for partial deletion of the Cimarron Mining Superfund Site from the National Priorities List.

SUMMARY: The Environmental Protection Agency (EPA) Region 6 announces its intent for partial deletion of the Cimarron Mining Superfund Site from the National Priorities List (NPL) and requests public comment on this action. All public comments regarding this proposed action will be considered by EPA. The NPL, promulgated pursuant to section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, as amended, is

codified as Appendix B to the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), 40 CFR part 300. The proposed partial deletion of the Cimarron Mining Site is in accordance with 40 CFR 300.425 (e) and the Notice of Policy Change: Partial Deletion of Sites Listed on the NPL. EPA, in consultation with the New Mexico Environment Department (NMED), has determined that all appropriate response actions under CERCLA have been implemented to protect human health, welfare, and the environment at the portions of the site for which deletion is being proposed. This partial deletion includes all portions of the Cimarron Operable Unit (OU1) and the Sierra Blanca Operable Unit (OU2) except for the long-term ground water remedy at OU1.

DATES: Comments must be submitted by July 21, 2000.

ADDRESSES: Comments may be mailed to: Ms. Petra Sanchez, Remedial Project Manager (6SF–LT), U.S. Environmental Protection Agency, Region 6 1445 Ross Avenue, Dallas, Texas 75202–2733, (214) 665–6686 or (800) 533–3508.

Information Repositories: Comprehensive information on the site has been compiled in a public deletion docket which may be reviewed and copied during normal business hours at the following information repositories: U.S. EPA Region 6 Library (12th Floor) 1445 Ross Avenue Dallas, Texas 75202–2733 New Mexico Environment Department, P.O. Box 26110, 11909 St. Francis Dr., Santa Fe, New Mexico 87503 Carrizozo City Hall P.O. Box 247, Carrizozo, New Mexico 88301

FOR FURTHER INFORMATION CONTACT: Ms. Petra Sanchez, Remedial Project Manager (6SF–LT), U.S. Environmental Protection Agency, Region 6, 1445 Ross Avenue Dallas, Texas 75202–2733 (214) 665–6686, 1–800–533–3508.

Mr. David Henry, New Mexico Environment Department, 1190 St. Francis Dr., P.O. Box 26110, Santa Fe, New Mexico 87503, (505) 827–0037.

SUPPLEMENTARY INFORMATION:

Table of Contents:

- I. Introduction
- II. NPL Deletion Criteria
- III. Partial Deletion Procedures
- IV. Basis for Intended Partial Site Deletion

I. Introduction

This document was prepared by EPA Region 6 as Notice of Intent for Partial Deletion (Notice or NOIPD) of the Cimarron Mining Superfund Site (EPA Site Spill No. 06B5; CERCLIS No. NMD980749378), from the National