

based on this proposed rule. EPA will not institute a second comment period. Any parties interested in commenting on this action should do so at this time.

DATES: Comments must be received in writing by August 25, 2000.

ADDRESSES: Written comments should be addressed to David L. Arnold, Chief, Ozone and Mobile Sources Branch, Mailcode 3AP21, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air Protection Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103, and the Pennsylvania Department of Environmental Resources, Bureau of Air Quality Control, P.O. Box 8468, 400 Market Street, Harrisburg, Pennsylvania 17105.

FOR FURTHER INFORMATION CONTACT: Mrs. Kelly L. Bunker, (215) 814-2177, at the EPA Region III address above, or by e-mail at bunker.kelly@epa.gov.

SUPPLEMENTARY INFORMATION: For further information, please see the information provided in the direct final action, with the same title, that is located in the "Rules and Regulations" section of this **Federal Register** publication.

Dated: June 30, 2000.

Bradley M. Campbell,

Regional Administrator, Region III.

[FR Doc. 00-18786 Filed 7-25-00; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 271

[FRL-6840-6]

INDIANA: Final Authorization of State Hazardous Waste Management Program Revisions

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The EPA proposes to grant final authorization to the hazardous waste program revisions submitted by Indiana. In the "Rules and Regulations" section of this **Federal Register**, EPA is authorizing the State's program revisions as an immediate final rule without prior proposal because EPA views this action as noncontroversial and anticipates no adverse comments. The Agency has explained the reasons for this authorization in the preamble to

the immediate final rule. If EPA does not receive adverse written comments, the immediate final rule will become effective and the Agency will not take further action on this proposal. If EPA receives adverse written comments, EPA will withdraw the immediate final rule and it will not take effect. EPA will then address public comments in a later final rule based on this proposal. EPA may not provide further opportunity for comment. Any parties interested in commenting on this action must do so at this time.

DATES: Written comments must be received on or before August 25, 2000.

ADDRESSES: Mail written comments to Gary Westefer, Indiana Regulatory Specialist, United States Environmental Protection Agency Region 5, DM-7J, 77 West Jackson Boulevard, Chicago, Illinois 60604, telephone (312) 886-7450. You can examine copies of the materials submitted by Indiana during normal business hours at the following locations: EPA Region 5, contact Gary Westefer at the above address and telephone number; or Lynn West, Indiana Department of Environmental Management, 100 North Senate, Indianapolis, Indiana, 46206, telephone: (317) 232-3593.

FOR FURTHER INFORMATION CONTACT: Gary Westefer at (312) 886-7450.

SUPPLEMENTARY INFORMATION: For additional information, please see the immediate final rule published in the "Rules and Regulations" section of this **Federal Register**.

Dated: June 23, 2000.

Francis X. Lyons,

Regional Administrator, Region 5.

[FR Doc. 00-18790 Filed 7-25-00; 8:45 am]

BILLING CODE 6560-50-U

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Part 15

[USCG 1999-6097]

Federal Pilotage for Foreign-Trade Vessels in Maryland

AGENCY: Coast Guard, DOT.

ACTION: Notice of termination.

SUMMARY: The Coast Guard undertook this rulemaking to ensure that vessels under way on the navigable waterways within the State of Maryland are navigated by competent, qualified persons, knowledgeable in the local area and accountable to either the State or the Coast Guard. The rulemaking might

have required that vessels engaged in foreign trade be under the direction and control of federally-licensed pilots when not under the direction and control of State-licensed pilots. The passage of Senate Bill (SB) 237 entitled "State Board of Docking Masters" by the General Assembly of Maryland, and the signing into law of the Bill, by the Governor of the State, have rendered a federal rule unnecessary.

DATES: On July 26, 2000, the Coast Guard terminates further rulemaking under docket number USCG 1999-6097.

FOR FURTHER INFORMATION CONTACT: LT Alan Blume, Project Manager, Waterways Management Division (G-MWP), (202) 267-0550.

SUPPLEMENTARY INFORMATION: Under 46 U.S.C. 8503(a), the Secretary of Transportation may require a federally-licensed pilot to be aboard a self-propelled vessel engaged in foreign trade and operating on the navigable waters of the United States when State law does not require a pilot. This requirement terminates under 46 U.S.C. 8503(b) when a State having jurisdiction establishes a superseding requirement for a State pilot and notifies the Secretary (in practice, the Coast Guard) of that fact. According to 46 CFR part 15, federal pilots must be aboard vessels engaged in foreign trade while operating on certain navigable waters within California, Hawaii, Massachusetts, and New York and New Jersey. The Coast Guard had determined that a similar rule was necessary for the waters of Maryland, particularly the Port of Baltimore. On October 21, 1999, it published the NPRM "Federal Pilotage for Foreign-Trade Vessels in Maryland" [64 FR 57620]. It also held a public meeting on March 1, 2000 [65 FR 6350] to gather comments. It purposely delayed action on this NPRM, allowing the State time to consider its own law on the issue of pilotage.

Commercial vessels transit the navigable waters of Maryland carrying various types of freight, oil, and hazardous substances and materials, as well as large quantities of bunkers. The previous law of Maryland [General Statutes of Maryland, § 11-501] required every foreign vessel and every domestic vessel sailing on register to use a State-licensed pilot, except when the vessel was under the control of a docking master while maneuvering during berthing or unberthing or was shifting within a port with tug assistance. The new Maryland law entitled "State Board of Docking Masters", removes the exemption and requires that all movements of foreign vessels and domestic vessels sailing on register