is held, an interested person may, within 30 days after issuance of an order, petition the Commandant of the Coast Guard to set aside the order and to provide a hearing (33 CFR 20.1102).

The following additional information is provided:

Respondent: Greenhill Petroleum Corporation, 3300 West Esplanade Avenue, Suite 500, Metarie, LA 70002.

Respondent: Blake Drilling and Workover Company, Inc., 230 Gunther Lane, Belle Chase, LA 70037.

Respondent: Mike Hicks Tools and Services, Inc., Louisiana Highway 23, Port Sulfur, LA 70082.

Complaint Filed: December 4, 1995; New Orleans, LA.

Docket Number: 95–0003–CIV.

Amount of Proposed Penalty: $100,000 to Greenhill Petroleum Corporation.

Amount of Proposed Penalty: $100,000 to Blake Drilling and Workover Company, Inc.

Amount of Proposed Penalty: $100,000 to Mike Hicks Tools and Services, Inc.

Charges: Count 1—Discharge of Oil.

Dated: December 11, 1995.

George J. Jordan,

Judicial Administrator, Office of the Chief Administrative Law Judge, U.S. Coast Guard.

[FR Doc. 96–727 Filed 1–19–96; 8:45 am]

BILLING CODE 4910–14–M

[CGD 95–091]

Shell Offshore Inc. and Shell Pipeline Corp.; Proposed Penalty; Opportunity to Comment

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed penalty; opportunity to comment.

SUMMARY: The Coast Guard gives notice of and provides an opportunity to comment on the proposed assessment of a Class II administrative penalty to Shell Offshore Inc. and a Class II administrative penalty to Shell Pipeline Corp. for violations of the Federal Water Pollution Control Act (FWPCA). The alleged violations involved the spill of approximately 176,000 gallons of oil as defined in § 311(a)(1) of the FWPCA, 33 U.S.C. 1321(a)(1) and in 33 CFR 153.103(m) from the Hobbitt Pipeline, into or upon Ship Shoal Block 281 and adjoining waters beginning on November 16, 1994, and continuing through and including November 22, 1994. Interested persons may submit written comments on the proceeding, including comments on the amount of the proposed penalty, or written notice of intent to present evidence at any hearing held in the proceeding. If no hearing is held, an interested person may, within 30 days after issuance of an order, petition to set aside the order and to provide a hearing.

DATES: Comments or notice of intent to present evidence at a hearing must be received not later than February 21, 1996.

ADDRESSES: Comments and requests for a hearing may be mailed to the Hearing Docket Clerk, Office of the Chief Administrative Law Judge, Commandant (G–CJ), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593–0001, or may be delivered to room 6302 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Filings should reference docket number 95–0002–CIV. The administrative record for this proceeding is available for inspection at the same address and times.

FOR FURTHER INFORMATION CONTACT: Mr. George J. Jordan, Director of Judicial Administration, Office of the Chief Administrative Law Judge, Commandant (G–CJ), U.S. Coast Guard, 2100 Second Street, SW., Washington, DC 20593–0001, telephone (202) 267–2940.

SUPPLEMENTARY INFORMATION: Notice of this proceeding is given pursuant to the Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.), as amended by the Oil Pollution Act of 1990. The proceeding is initiated under § 311(b) of the FWPCA (33 U.S.C. 1321(b)).

This proceeding results from an alleged spill of approximately 176,000 gallons of oil discharged beginning on November 16,1994, and continuing through and including November 22, 1994, from the Hobbitt Pipeline, into or upon Ship Shoal Block 281 and adjoining waters. Under the Coast Guard's Class II Civil Penalty regulations in 33 CFR Part 20, the Coast Guard publishes notice of the proposed issuance of an order assessing a Class II penalty in the Federal Register (33 CFR 20.402). A person who wishes to be an interested person must file written comment on the proceeding or written notice of intent to present evidence at any hearing held in the proceeding with the Hearing Docket Clerk not later than February 21, 1996 (33 CFR 20.404). Interested persons will be given notice of any hearing, a reasonable opportunity to be heard and to present evidence during any hearing, and notice of the decision. Although no hearing is yet scheduled, the Coast Guard has asked that any hearing be held in New Orleans, LA. If no hearing is held, an interested person may, within 30 days after issuance of an order, petition the Commandant of the Coast Guard to set aside the order and to provide a hearing (33 CFR 20.1102).

The following additional information is provided:

Respondent: Shell Offshore Inc., One Shell Square, P.O. Box 61933, New Orleans, LA 70161–1933.

Respondent: Shell Pipeline Corp., P.O. Box 52163, New Orleans, LA 70152.

Complaint Filed: December 4, 1995; New Orleans, LA.

Docket Number: 95–0002–CIV

Amount of Proposed Penalty: $70,000 to Shell Offshore Inc.

Amount of Proposed Penalty: $70,000 to Shell Pipeline Corp.

Charges: Count 1—Discharge of Oil.

Dated: December 11, 1995.

George J. Jordan,

Judicial Administrator, Office of the Chief Administrative Law Judge, U.S. Coast Guard.

[FR Doc. 96–726 Filed 1–19–96; 8:45 am]

BILLING CODE 4910–14–M

Federal Transit Administration

Environmental Impact Statement on the Logan 2000 People Mover, East Boston, MA

AGENCY: Massachusetts Port Authority.

ACTION: Notice of intent to prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) and the Massachusetts Port Authority (MPA) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) to analyze options for improving the connection between the MBTA transit system and Logan International Airport in East Boston, Massachusetts in order to increase the use of high occupancy vehicles to Logan Airport. The FTA and the MPA will prepare the EIS so that it also satisfies the requirements of the Massachusetts Environmental Policy Act (MEPA). The EIR/EIS will evaluate the following alternatives: a TSM/No Build alternative, a People Mover Terminal Alignment system and refinements thereto, and Blue Line Extension onto the airport. Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State and local agencies, and through public meetings.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the MPA by February 29, 1996. *Scoping Meetings:* A FTA public

scoping meeting will be held on Thursday, January 25, 1996, 4:00 to 6:00 P.M., at the State Transportation Building, Mezzanine Level, Conference Room 4. See **ADDRESSES** below.

ADDRESSES: *Written comments* should be sent to Ms. Beth Rubenstein, Project Manager, MASSPORT Department of Transportation Planning and Construction, Logan Office Center, One Harborside Drive, Suite 200S, East Boston, MA 02128. *Scoping meeting* will be held at the following location: State Transportation Building, 10 Park Plaza, Boston, MA 02116, Mezzanine Level, Conference Room 4.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Beth Mello, Deputy Regional Administrator, Federal Transit Administration, Region 1, (617) 494–2055.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and MPA invite written comments for a period of 45 days after publication of this notice (see **DATES** and **ADDRESSES** above). During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated, and suggested alternatives that are less costly or more environmentally beneficial and which achieve similar objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative. Individual preference for a particular alternative should be communicated during the comment period for the Draft EIS.

If you wish to be placed on the mailing list to receive further information as the project continues, contact Ms. Beth Rubenstein at the MPA (see **ADDRESS** above).

II. Description of Study Areas and Project Need

The proposed project consists of an analysis of alternatives to improve the connection between the MBTA transit system and Logan International Airport in East Boston, Massachusetts. The People Mover Alternative consists of fully automated electrically powered vehicles operating along a dedicated, elevated guideway system approximately 2.7 miles in length. The People Mover would replace the current shuttle bus service that connects passengers using public transit and Logan Airport terminals. The system will have the capacity to accommodate up to five times the existing number of airport passengers using the MBTA Airport Station. It will have fully climate controlled stations at the MBTA's Blue Line Airport station and the terminal stations, with potential service to the rental car area and the water shuttle in future phases of the project. The project study area will focus on Logan Airport property, but project impacts within the boundary of Route 128 will be also be evaluated.

The People Mover Alternative would improve service and convenience for airport passengers, employees, and visitors accessing Logan via the MBTA and passengers traveling between terminals. The construction of the People Mover would complete the intermodal connection between the Boston region's mass transportation system and Logan Airport. The improved service and convenience afforded by this project is expected to support and facilitate increases in MBTA mode share and help contain or reduce environmental impacts associated with the anticipated growth in passenger levels at Logan in the years to come. It will provide improved on-airport circulation, better Blue Line station access, and a fast, frequent, reliable replacement for the fleets of shuttle buses that now add to the congestion on airport roads and at terminal curbs. Construction of the People Mover will result in fewer passenger vehicle trips, fewer vehicle miles traveled, lower diesel emissions, less roadway and curbside congestion, and more roadway capacity for other high occupancy modes. It is also expected to decrease regional air quality impacts and congestion associated with passenger and employee trips to Logan.

III. Alternatives

The alternatives proposed for evaluation include:

(1) a Transportation Systems Management (TSM)/No-Build alternative, which involves additional buses and conversion of the fleet to clean fuels without construction of a People Mover;

(2) construction of a People Mover Terminal Alignment system and refinements to the Terminal Alignment system, including stops at the MBTA Blue Line Airport Station and each of the airport terminal stations; and

(3) consideration of a Blue Line Extension to the airport, which would bring MBTA Blue Line transit service directly onto airport property.

IV. Probable Effects/Potential Impacts for Analysis

The FTA and the MPA will evaluate all significant environmental, social, and economic impacts of the alternatives analyzed in the EIS. Impacts include changes in the natural environment (air and water quality, rare and endangered species), changes in the social environment (land use and neighborhoods, noise and vibration, aesthetics, park lands, historic/archaeological resources), public safety and changes in the transit service and patronage. Project capital and operating costs and revenues will be estimated. The impacts will be evaluated for year 2010 with 37.5 million annual airline passengers (MAP), year 2010 with 45 MAP, and for opening year 2002 with 32 MAP. Measures to mitigate significant adverse impacts will be addressed.

V. FTA Procedures

In accordance with the Federal Transit Act, as amended, and with FTA policy, the Draft EIR/EIS will be prepared in conjunction with a Major Investment Study. After its publication, the Draft EIR/EIS/MIS will be available for public and agency review and comment, and a public hearing will be held. On the basis of the Draft EIR/EIS/MIS and the comments received, the MPA will select a preferred alternative, and will seek approval from FTA to continue with preparation of the Final EIR/EIS.

Issued on: January 17, 1996.

Richard H. Doyle,

Regional Administrator.

[FR Doc. 96–740 Filed 1–19–96; 8:45 am]

BILLING CODE 4910–57–P

National Highway Traffic Safety Administration

[Docket No. 95–49; Notice 2]

General Motors Corporation; Grant of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) of Warren, Michigan, determined that some of its vehicles failed to comply with the requirements of 49 CFR 571.108, Federal Motor Vehicle Safety Standard (FMVSS) No. 108, ''Lamps, Reflective Devices, and Associated Equipment,'' and filed an appropriate report pursuant to 49 CFR Part 573, ''Defect and Noncompliance Reports.'' GM also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—''Motor Vehicle Safety'' on the basis that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published on June 21, 1995, and an opportunity afforded for comment (60 FR 32391).

Turn signal lamps are required motor vehicle lighting equipment. Society of