

hydrographic monitoring of the disposal site during and after disposal operations to ensure proper placement of sediments, (6) use of sediment profile (underwater) photography of the disposal mound to ensure proper placement of sediments, (7) use of precision navigation equipment and a taut wire buoy at the disposal site to accurately locate the barge discharge point at the disposal site, and (8) presence of a barge inspector, certified by the Army Corps of Engineers, on each and every barge that takes dredged materials to the disposal site.

With the above mitigation measures, the Navy believes impacts to the Thames River and Long Island Sound marine environments will be minimized to the maximum extent practicable.

In addition to the specific mitigation measures set out above, the Navy will: (1) Encourage the Army Corps of Engineers to select a discharge point where a depression in the bottom already exists; (2) encourage the Army Corps of Engineers to dispose of clean dredged materials from future area projects at the NLDS; (3) pursue development of a post-disposal monitoring program in cooperation with the EPA and the Army Corps of Engineers; and (4) offer interested environmental groups the opportunity to cooperatively provide an independent observer on barges carrying dredged material for disposal.

In accordance with the Clean Air Act and General Conformity Rule requirements, an air quality review has been conducted for the proposed dredging. It has been determined that this action is in compliance with 40 CFR Part 63 (Determining Conformity of General Federal Actions to State or Federal Implementation Plans) and satisfies the requirements of Section 176(c) of the Clean Air Act (42 USC 7506). Accordingly, the proposed action in the Thames River conforms to the state implementation plan's purpose of eliminating or reducing the severity and number of violations of the federal ambient air quality standards and achieving expeditious attainment of those standards.

Section 404 of the Federal Water Pollution Control Act (FWPCA) requires authorization from the Army Corps of Engineers for the discharge of dredged material into "waters of the United States". Section 404 regulations prohibit the use of any disposal site in open water when its use would result in adverse effects on water quality, shellfish beds, fisheries and wildlife, or recreational areas. The Navy has determined that the proposed dredging would not have significant impacts and

has applied for a section 404 permit for this project.

Section 401 of the FWPCA requires that any party proposing to engage in an activity which may affect water quality must obtain state water quality certification. Certification will not be granted unless it has been determined that the proposed activity will not violate state water quality standards. The Navy has received the requisite Section 401 permit from the CT Department of Environmental Protection for SEAWOLF homeporting. The NLDS is partially located in the State of New York, but, under EPA regulations, a water quality certificate is only required from the state having jurisdiction over the location where the dredged materials will be discharged. Disposal of dredged material will take place wholly within waters of the state of Connecticut and there will be no direct discharge of dredged material into New York waters, therefore a New York Water Quality Certificate is not required for this project.

In accordance with the Coastal Zone Management Act, the Navy has requested and received concurrence with its determination of coastal zone consistency for the SEAWOLF homeporting project from the CT Department of Environmental Protection. Although the NLDS lies partially within the waters of the State of New York, the Navy has determined that the proposed action will not affect the coastal resources of the State of New York, and included a negative determination to that effect in the EIS.

Pursuant to Executive Order 12898 on Environmental Justice, potential environmental and economic impacts on minority and low-income persons and communities were assessed. Any impacts caused by the SEAWOLF homeporting, particularly the dredging and disposal of dredged material, will be experienced equally by all groups within the overall regional population. Because no long-term negative environmental impacts are expected from the proposed action, no particular minority or low income segment of the population would be disproportionately affected. There is not anticipated to be any likelihood for minority or low income individuals to be subjected to adverse environmental or health risks.

In accordance with the National Historic Preservation Act, the Navy concluded that it is unlikely that there are any submerged ship wrecks in the area to be affected by the dredging or disposal operations. The State Historic Preservation Officer has concurred with this finding.

Questions regarding the Final Environmental Impact Statement prepared for this action may be directed to Mr. Robert Ostermueller, Head, Environmental Planning, Northern Division Naval Facilities Engineering Command, 10 Industrial Highway, Lester PA 19113, telephone (610) 595-0759; fax (610) 595-0778.

Dated: September 27, 1995.

Duncan Holaday,

Deputy Assistant Secretary of the Navy (Installations and Facilities).

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. GT95-61-000]

Columbia Gas Transmission Corp.; Notice of Proposed Changes in FERC Gas Tariff

September 27, 1995.

Take notice that on September 22, 1995, Columbia Gas Transmission Corporation (Columbia) tendered for filing to become part of its FERC Gas Tariff, the following tariff sheets to be effective October 23, 1995:

Second Revised Volume No. 1
Fifth Revised Sheet No. 11
Original Volume No. 2
Fifteenth Revised Sheet No. 4E
First Revised Sheet No. 1400
First Revised Sheet No. 1412

Columbia states that these tariff sheets are being filed to cancel in their entirety Rate Schedules X-121 and X-122, which embody separate agreements between Columbia and Carnegie Natural Gas Company (Carnegie) as follows:

Rate Schedule X-121 for a transportation of natural gas agreement authorized under Docket No. CP84-217 (27 FERC 61,075 (1984));

Rate Schedule X-122 for a transportation of natural gas agreement authorized under Docket No. CP84-214 (27 FERC 61,075 (1984)).

Columbia states that a copy of this filing was served upon Carnegie and have been mailed to all holders of Columbia's FERC Gas Tariff.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure. All such motions or protests should be filed on or before October 4, 1995. Protests will