

QUARTERLY REPORT

District docket	Location	Type	Effective date
01-96-142	Portland, ME	Safety Zone	1/13/97
01-97-001	New York Harbor	Safety Zone	2/14/97
01-97-002	Hudson River, New York	Safety Zone	2/18/97
01-97-003	Boston, MA	Safety Zone	2/18/97
01-97-021	Jamestown, RI	Safety Zone	3/31/97
05-97-005	Delaware River	Safety Zone	1/24/97
05-97-006	James River, Newport News Channel	Safety Zone	1/27/97
05-97-008	James River, Newport News Channel	Safety Zone	2/13/97
05-97-014	Albemarle Sound, NC	Safety Zone	3/14/97
05-97-015	Chesapeake Bay, VA	Safety Zone	3/20/97
05-97-016	Delaware River	Safety Zone	3/20/97
09-97-001	Little Calumet River	Safety Zone	1/3/97
09-97-003	Illinois Waterway M. 221.7 to 223.3	Safety Zone	2/22/97
09-97-004	Fox River	Safety Zone	3/1/97
09-97-006	Little Calumet River	Safety Zone	3/21/97
09-97-007	Little Calumet River	Safety Zone	3/26/97
09-97-009	Little Calumet River	Safety Zone	3/29/97
13-97-001	Longview, WA	Security Zone	1/21/97
13-97-004	Portland, OR	Safety Zone	2/28/97

QUARTERLY REPORT

COTP docket	Location	Type	Effective date
Houston-Galveston 97-001	Houston, TX	Safety Zone	1/2/97
Houston-Galveston 97-002	Galveston, TX	Safety Zone	3/10/97
Houston-Galveston MSU 97-001	High Island, TX	Safety Zone	1/17/97
LA/Long Beach 97-001	Berth 174, Los Angeles 97-001	Safety Zone	1/15/97
Louisville 97-001	Hawesville, KY	Safety Zone	3/5/97
Louisville 97-002	Louisville, KY	Safety Zone	3/6/97
Miami 97-003	Saddlebunch Keys, FL	Safety Zone	2/8/97
Miami 97-011	Fort Lauderdale, FL	Safety Zone	3/17/97
Mobile 97-001	Mobile Convention Center	Safety Zone	2/22/97
Morgan City 97-001	Lower Atchafalaya River, M. 128 to M. 129	Safety Zone	3/17/97
New Orleans 96-018	LWR Mississippi River, M. 83 to M. 95	Safety Zone	1/6/97
New Orleans 97-001	LWR Mississippi River, M. 94 to M. 96.6	Safety Zone	1/22/97
New Orleans 97-004	LWR Mississippi River, M. 94 to M. 95	Safety Zone	2/10/97
New Orleans 97-006	LWR Mississippi River, M. 94 to M. 95	Safety Zone	3/16/97
New Orleans 97-007	LWR Mississippi River, M. 127 to M. 129	Safety Zone	3/17/97
New Orleans 97-008	LWR Mississippi River, M. 229 to M. 236	Safety Zone	3/19/97
Prince William Sound 97-001	Prince William Sound, AK	Safety Zone	1/10/97
San Francisco Bay 97-001	Sacramento-San Joaquin Delta, CA	Safety Zone	1/6/97
Southeast Alaska 97-001	Sitka, AK	Safety Zone	3/11/97

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[COTP MIAMI 96-054]

RIN 2115-AA97

Safety Zone; Fort Lauderdale, FL

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a permanent moving safety zone around naval aircraft carriers transiting the waters of Port Everglades,

Fort Lauderdale, Florida. These regulations are needed to protect all vessels and the public from the safety hazards associated with the arrival and departure of naval aircraft carriers making port calls. During arrival and departure, these types of vessels require the use of the center channel in Port Everglades for safe navigation and leave no room for other vessels to safely pass. Therefore, these regulations are necessary for the safety of life on the navigable waters.

EFFECTIVE DATE: These regulations are effective on July 14, 1997.

FOR FURTHER INFORMATION CONTACT:

CDR R.M. Miles, Chief, Port Management and Response Department, USCG Marine Safety Office Miami at (305) 535-8700.

SUPPLEMENTARY INFORMATION:**Regulatory History**

A Notice of Proposed Rulemaking was published in the Federal Register on March 7, 1997 (62 FR 10496). No comments were received during the comment period.

Discussion of Regulations

These regulations are needed to provide for the safety of life on navigable waters during the arrival and departure of naval aircraft carriers in Port Everglades, Fort Lauderdale, Florida. These moving safety zones are necessary because of the significant risks associated with naval aircraft carriers transiting the area due to their size, draft, and channel restrictions. Historically, the Coast Guard has

established a moving safety zone each time naval vessels of this class have transited the waters of Port Everglades both to and from a port call. Given the recurring nature of these port calls, and the safety dangers associated with naval aircraft carriers, the Coast Guard is establishing a permanent moving safety zone around these vessels during their arrival and departure from Port Everglades, Fort Lauderdale, Florida.

The safety zone will be established in an area 700 yards forward, 500 yards astern and 350 yards on either side of naval aircraft carriers entering or departing Port Everglades. The safety zone will be established for a period of approximately one and one half hours during the arrival and departure of these vessels. The Coast Guard will assign a patrol and issue a Broadcast Notice to Mariners to advise mariners of the established safety zone in advance of the naval aircraft carrier's arrival and departure. This safety zone will be effective only during the time indicated in the Broadcast Notice to Mariners.

Regulatory Evaluation

This proposal 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. It has been exempted from review by the Office of Management and Budget 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). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This conclusion is based on the limited duration of the moving safety zone, the extensive advisories that will be made to the affected maritime community and the minimal restrictions the regulations will place on vessel traffic. These regulations will be in effect for a total of approximately three hours per port call for these vessels.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), the Coast Guard must consider whether this proposal will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under Section 3 of the Small Business Act (15 U.S.C. 632).

The Coast Guard certifies under 5 U.S.C. 605 (b) that this rule would not have a significant economic impact on a substantial number of small entities because of the short duration of the disruption to regular navigation.

Collection of Information

These regulations contain no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501–3512).

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612 and it has been determined that the rulemaking does not have sufficient Federalism implication to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this proposal and has concluded under paragraph 2.B.2.e(34)(g) of Commandant Instruction M16475.1B (as revised by 59 FR 38654, July 29, 1994), that this proposal is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist is available in the docket for inspection or copying.

List of Subjects in 33 CFR Part 165

Harbors, Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Safety measures, Waterways.

Final Regulations

In consideration of the foregoing, The Coast Guard amends Subpart C of Part 165 of Title 33, Code of Federal Regulations, as follows:

PART 165—[AMENDED]

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

2. A new section § 165.711 is added to read as follows:

§ 165.711 Safety Zone: Port Everglades, Fort Lauderdale, FL.

(a) *Regulated Area.* A moving safety zone is established in the following area:

(1) The waters around naval aircraft carriers entering Port Everglades in an area 700 yards forward, 500 yards astern and 350 yards on either side of each vessel, beginning at the Port Everglades Sea Buoy in approximate position 26°05.5'N, 80°04.8'W and continuing

until the vessel is safely moored in approximate position 26°04.9'N, 80°06.9'W. All coordinates referenced use datum: NAD 83.

(2) The waters around naval aircraft carriers departing Port Everglades in an area 700 yards forward, 500 yards astern and 350 yards on either side of each vessel beginning at the Pier in approximate position 26°04.9'N, 80°06.9'W, and continuing until the stern passes the Port Everglades Sea Buoy, in approximate position 26°05.5'N, 80°04.8'W. All coordinates referenced use datum: NAD 83.

(b) Regulations.

(1) No person or vessel may enter, transit, or remain in the safety zone unless authorized by the Captain of the Port, Miami, Florida, or a Coast Guard commissioned, warrant, or petty officer designated by him.

(2) Vessels encountering emergencies which require transit through the moving safety zone should contact the Coast Guard patrol craft on VHF Channel 16. In the event of an emergency, the Coast Guard patrol craft may authorize a vessel to transit through the safety zone with a Coast Guard designated escort.

(3) All persons and vessels shall comply with the instructions of on-scene patrol personnel. On-scene patrol personnel include commissioned, warrant, or petty officers of the U.S. Coast Guard. Coast Guard Auxiliary and local or state officials may be present to inform vessel operators of this regulation and other applicable laws.

Dated: May 9, 1997.

D.F. Miller,

Captain, U.S. Coast Guard, Captain of the Port, Miami, FL.

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DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 7

RIN 1024–AC61

National Capital Region Parks, Special Regulations

AGENCY: National Park Service, Interior.

ACTION: Final Rule and policy statement.

SUMMARY: The National Park Service (NPS) is revising existing regulations to effect two needed but unrelated changes to NPS regulations found at 36 CFR 7.96. One change deletes reference to the John F. Kennedy Center for the Performing Arts. The need for this