

**DEPARTMENT OF THE TREASURY****Fiscal Service****31 CFR Part 210**

RIN 1510-AA81

**Federal Government Participation in the Automated Clearing House; Correction**

**AGENCY:** Financial Management Service, Fiscal Service, Treasury.

**ACTION:** Interim Rule with request for comment; correction.

**SUMMARY:** The Financial Management Service published in the **Federal Register** on Friday, April 7, 2000 (65 FR 18866) a rule concerning the use of the Automated Clearing House (ACH) system by Federal agencies. This document corrects an inadvertent error in amendatory instruction 4 of that rule.

**DATES:** This correction is effective April 7, 2000.

**FOR FURTHER INFORMATION CONTACT:** Walt Henderson, Senior Financial Program Specialist, at (202) 874-6705 or walt.henderson@fms.treas.gov; Natalie H. Diana at (202) 874-6590 or natalie.diana@fms.treas.gov; Adam Martin, Financial Program Specialist, at (202) 874-6881 or adam.martin@fms.treas.gov; Cynthia L. Johnson, Director, Cash Management Policy and Planning Division, at (202) 874-6590 or cindy.johnson@fms.treas.gov; or Margaret Marquette, Deputy Chief Counsel, at (202) 874-6681.

**SUPPLEMENTARY INFORMATION:****Background**

The interim regulations that are the subject of this correction were published in the **Federal Register** on Friday April 7, 2000 (65 FR 18866). Amendatory instruction 4 of those regulations inadvertently referred to § 210.5 rather than § 210.5(a). This correction makes clear that § 210.5(b) remains unchanged from the rule as published on April 9, 1999 (64 FR 17472).

In rule FR Doc. 00-8626 published on April 7, 2000 (65 FR 18866) make the following correction:

**PART 210—[CORRECTED]****§ 210.5 [Corrected]**

1. On page 18869, column 3, correct amendatory instruction 4 to read:
4. Revise § 210.5(a) to read as follows:

Dated: May 17, 2000.

**Betty H. Lane,**

*Assistant Commissioner—Federal Finance.*

[FR Doc. 00-12988 Filed 5-23-00; 8:45 am]

**BILLING CODE 4810-35-M**

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 117**

[CGD01-00-134]

**Drawbridge Operation Regulations: Hackensack River, NJ.**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, First Coast Guard District has issued a temporary deviation from the existing drawbridge regulations for the AMTRAK Portal Bridge, mile 5.0, across the Hackensack River at Little Snake Hill, New Jersey. This deviation allows the bridge owner to keep the bridge in the closed position from 7 a.m. June 3 through 7 a.m. June 4 and from 7 a.m. June 10 through 7 a.m. June 11, 2000. This deviation is necessary to facilitate necessary repairs to the bridge.

**DATES:** This deviation is effective at 7 a.m. on June 3, 2000 through 7 a.m. on June 11, 2000.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judy Yee, Project Officer, First Coast Guard District, (212) 668-7165.

**SUPPLEMENTARY INFORMATION:** The AMTRAK Portal Bridge has a vertical clearance of 23 feet at mean high water and 28 feet at mean low water. The existing regulations for the bridge in 33 CFR 117.723(c) require the bridge need not be opened Monday through Friday, except federal holidays, from 7:20 a.m. to 9:20 a.m. and from 4:30 p.m. to 6:50 p.m. At all other times, openings may not be delayed for more than 10 minutes, unless the drawtender and the vessel operator communicating by radiotelephone, agree to a longer delay.

The bridge owner, AMTRAK, asked the Coast Guard to allow the bridge to remain closed from 7 a.m. on June 3, 2000 through 7 a.m. on June 4, 2000 and from 7 a.m. June 10, 2000 through 7 a.m. June 11, 2000. This deviation is necessary to facilitate repairs to the brakes at the bridge.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation is authorized under 33 CFR 117.35.

Dated: May 16, 2000.

**G.N. Naccara,**

*Rear Admiral, U.S. Coast Guard Commander, First Coast Guard District.*

[FR Doc. 00-13043 Filed 5-23-00; 8:45 am]

**BILLING CODE 4910-15-U**

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 165**

[CGD08-00-010]

RIN 2115-AE84

**Termination of Regulated Navigation Area: Monongahela River, Mile 81.0 to 83.0**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is terminating the regulated navigation area on the Monongahela River from mile 81.0 to mile 83.0. The regulated navigation area had been established to ensure the safety of vessel traffic and workers during the construction of Grays Landing Lock. Now that all construction on Grays Landing Lock has been completed and the river's width is no longer restricted in this area, the regulated navigation area is no longer required.

**DATES:** This rule is effective April 28, 2000.

**ADDRESSES:** Comments and materials received from the public, as well as documents indicated in this preamble as being available in the docket, are part of CGD08-00-010 and are available for inspection or copying at Marine Safety Office Pittsburgh between 8 a.m. and 3:30 p.m., Monday through Friday, except federal holidays.

**FOR FURTHER INFORMATION CONTACT:** LT M. D. Evanish, Project Manager, telephone number (412) 644-5808.

**SUPPLEMENTARY INFORMATION:****Regulatory Information**

On January 7, 2000 the Coast Guard published a notice of proposed rulemaking (NPRM) entitled Termination of Regulated Navigation Area: Monongahela River, Mile 81.0 to 83.0 in the **Federal Register** (65 FR 005). The Coast Guard received no letters commenting on the proposed rule. No public hearing was requested, and none was held.

**Background and Purpose**

The regulated navigation area was established on November 29, 1991 to

ensure the safety of vessel traffic and workers during the construction of Grays Landing Lock. The need for the Regulated Navigation Area no longer exists because all construction on Grays Landing Lock has been completed and the river's width is no longer restricted in this area. Therefore, since the safety concerns that necessitated the regulation no longer exist, this rule removes the regulation establishing this Regulated Navigation Area in § 165.819.

#### Discussion of Comments and Changes

No comments were received.

#### Regulatory Evaluation

This 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).

The Coast Guard expects the economic impact of this rule to be minimal therefore a full regulatory evaluation is unnecessary. The impact on routine navigation is expected to be minimal.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we considered whether this 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 rule will not have a significant economic impact on a substantial number of small entities.

#### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we offered to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business

Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888-REG-FAIR (1–888–734–3247).

#### Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

#### Federalism

We have analyzed this rule under Executive Order 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 unfunded mandate costs. This rule will not impose an unfunded mandate.

#### Taking of Private Property

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

#### Protection of Children

We have analyzed this rule under Executive Order 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

The Coast Guard considered the environmental impact of this rule and concluded that under figure 2–1, paragraph (34)(g) of Commandant Instruction M16475.C, this rule is categorically excluded from further environmental documentation.

#### List of Subjects in 33 CFR Part 165

Harbors, Marine Safety, Navigation (water), Safety measures, Vessels, Waterways.

#### PART 165—[AMENDED]

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

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.

#### § 165.819 [Removed]

2. Section 165.819 is removed in its entirety.

Dated: April 28, 2000.

**Paul J. Pluta,**

*Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.*

[FR Doc. 00–13013 Filed 5–23–00; 8:45 am]

**BILLING CODE 4910–15–U**

### DEPARTMENT OF TRANSPORTATION

#### Coast Guard

#### 33 CFR Part 165

[CGD1–00–129]

RIN 2115–AA97

#### Safety Zone: Maine Yankee Steam Generator and Pressurizer Removal Wiscasset, ME

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone in a 200-yard radius from position 43°56'55"N, 069°41'53" W, the southeast corner of the Maine Yankee Barge slip. This safety zone precludes entry into the cove between Bailey's point and Foxbird Island and portions of the Eastern Shore of Bailey Cove, Wiscasset, ME. This safety zone is needed to protect persons, facilities, vessels and others in the maritime community from the safety hazards associated with the handling, loading, and transportation of four major components of the Maine Yankee Nuclear Plant which are classified as Class 7 Hazardous Waste.

**EFFECTIVE DATE:** This rule is effective from May 22, 2000 through July 22, 2000.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant R. V. Timme, Chief of Response and Planning, Captain of the Port, Portland at (207) 780–3251.

**SUPPLEMENTARY INFORMATION:**