Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule 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 fact that no substantive changes are being made to the special local regulations and that notice of the events by a Federal Register notice and Coast Guard Notice to Mariners will provide sufficient notice to waterways users.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider the economic impact on small entities of a rule for which a general notice of proposed rulemaking is required. ''Small entities'' may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000.

For the reasons discussed in the Regulatory Evaluation, 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. If, however, you think that your business or organization qualifies as a small entity and that this rule will have a significant economic impact on your business or organization, please submit a comment explaining why you think it qualifies and in what way and to what degree this rule will economically affect it.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard has considered the environmental impacts of this rule and concluded that, under paragraph 2.B.2.e.34(h) of COMDTINST 16475.1B (as revised by 61 FR 13563, March 27, 1996), this rule modifies special local regulations issued in conjunction with regattas or marine parades and is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

Final Regulation

For the reasons set out in the preamble, the Coast Guard is amending 33 CFR part 100 as follows:

1. The authority citation for Part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; 49 CFR 1.46 and 33 CFR 100.35.

2. Section 100.103 is amended by revising paragraph (b) as follows:

§ 100.103 National Sweepstakes Regatta, RedBank, NJ.

* * * * *

(b) *Effective period.* This section is in effect from 8 a.m. to 6 p.m. on July 20 and 21, 1996, and each year thereafter on dates and times specified in a Federal Register notice.

* * * * *

3. Section 100.107 is amended by revising paragraph (c) as follows:

§ 100.107 Windjammer Days, Boothbay Harbor, ME.

* * * * *

(c) *Effective period.* This section is in effect from 2 p.m. to 10 p.m. on June 26 and 27, 1996, and each year thereafter on dates and times specified in a Federal Register notice.

4. Section 100.108 is amended by revising paragraph (c) as follows:

§ 100.108 Great Kennebec River Whatever Race.

* * * * *

(c) *Effective period.* This section is in effect from 6 a.m. to 6 p.m. on June 30, 1996, and each year thereafter on a date and times specified in a Federal Register notice. If the event is canceled due to weather, this section is effective the following day.

§ 100.109 [Removed]

5. Section 100.109 is removed.

6. Section 100.111 is amended by revising paragraph (c) as follows:

§ 100.111 Stonington Lobster Boat Races, Stonington, ME.

* * * * *

(c) *Effective period.* This section is in effect from 10 a.m. to 4 p.m. on August 3, 1996, and each year thereafter on a date and times specified in a Federal Register notice. If the event is canceled due to weather, this section is effective the following day.

7. Section 100.505 is amended by revising paragraph (b) as follows:

§ 100.505 New Jersey Offshore Grand Prix.

* * * * *

(b) *Effective period.* This section is in effect from 8 a.m. to 5 p.m. on July 17, 1996, and each year thereafter on a date and times specified in a Federal Register notice. If the event is canceled due to weather, this section is effective the following day.

* * * * *

Dated: May 13, 1996.

J.L. Linnon,

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

[FR Doc. 96–13164 Filed 5–23–96; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 165

[CGD01–96–033]

RIN 2115–AE84

Regulated Navigation Area: Boston Harbor, Long Island Bridge, Boston, MA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule with request for comments.

SUMMARY: The Coast Guard is establishing a temporary Regulated Navigation Area (RNA) in the waters surrounding the Long Island Bridge, Boston Harbor, Boston, MA. Maintenance and repair work is being conducted to ensure bridge integrity. This RNA will increase safety by requiring all vessels in the regulated area to operate at a no-wake speed.

EFFECTIVE DATES: This temporary final rule is effective May 7, 1996, until October 31, 1996, Monday through Friday from 9:30 a.m. until 3:30 p.m. Comments must be received on or before July 10, 1996.

ADDRESSES: Comments should be mailed to Commanding Officer, U.S. Coast Guard Marine Safety Office, 455 Commercial Street, Boston, MA 02109–1045.

FOR FURTHER INFORMATION CONTACT: LTJG John Buckley, Vessel Division, Coast Guard Captain of the Port Boston, 455 Commercial Street, Boston, MA 02109–1045, (617) 233–3000.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views or arguments. Persons submitting comments should include their names and addresses, identify this notice (CGD01–96–033) and the specific section of the rule to which their comments apply, and give reasons for each comment. Persons wanting

acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

The Coast Guard will consider all comments received during the comment period and may change this section in view of the comments. The Coast Guard plans no public hearing; however, a public hearing may be requested by an interested person by writing to the Project Manager at the address under **ADDRESSES**. If it is determined that the opportunity for oral presentations at a public meeting will aid this rulemaking, the Coast Guard will hold such a public hearing at a time and place announced by a later notice in the Federal Register.

Background and Purpose

PEER Consultants, P.C. is conducting repairs and maintenance on the Long Island Bridge, Boston Harbor, Boston, MA. Contract work is being conducted to ensure bridge integrity by replacing/repairing selected structural members of the Long Island Bridge. In order to provide for the safe repair and maintenance of the Long Island Bridge, the Coast Guard deems an RNA necessary.

Discussion of the Rule

The RNA includes all waters of Boston Harbor within a 600 × 200 yard rectangle bound by the following coordinates: 42°18′26″ N, 070°59′12″ W; 42°18′35″ N, 070°58′51″ W; 42°18′31″ N, 070°58′49″ W; 42°18′23″ N, 070°59′09″ W. [Datum: NAD 1983]. A barge mooring area will be located on the northwestern side of the bridge within the RNA boundaries. Also, several work boats and barges will be operating in the RNA. Vessels in the regulated area will be required to operate at a no-wake speed to protect contract workers aboard the work boats and barges. The repair work is scheduled to take place from May 7, 1996, until October 31, 1996. Repair work will be conducted from 9:30 a.m. to 3:30 p.m., Monday through Friday.

Good cause exists for publishing a temporary final rule without notice and prior to opportunity for comment and without a delayed effective date because immediate action is needed to regulate traffic in the construction area. However, the Coast Guard is providing an opportunity for comment so that changes can be made to this final rule. It is in the public interest to have the Long Island Bridge repaired and to have a no-wake zone around the bridge during construction. Delaying this rule to provide for a notice and comment period would be impracticable, unnecessary, and contrary to the public interest. Other then commuter boats, this area receives minimal vessel traffic. Since repair work will commence at 9:30 a.m. and conclude at 3:30 p.m., Monday through Friday, commuter boat schedules will not be significantly effected. All commuter boat operators have been notified of the regulation.

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. It has not been reviewed 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 section to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

The waters in the vicinity of the Long Island Bridge are used by commuter vessels, commercial fishing vessels, commercial lobster vessels and recreational vessels. Due to the minimal time delay caused by the requirement to proceed at a no-wake speed, this regulation is not expected to have a significant impact on these vessels.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider the economic impact on small entities of a rule for which a general notice of proposed rulemaking is required. ''Small entities'' may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and (2) governmental jurisdictions with populations of less than 50,000.

For reasons set forth in the above Regulatory Evaluation, this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no information collection requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this proposal does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under paragraph 2.B.2(e)(34)(g) of Commandant Instruction M16475.1B, (as amended by 59 FR 38654, July 29, 1994), this rule is a Regulated Navigation Area and is categorically excluded from further environmental documentation. A written Categorical Exclusion Determination and checklist are included in the docket.

List of Subjects in 33 CFR Part 165

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

Final Regulation

For the reasons set out in the preamble, the Coast Guard is amending 33 CFR Part 165 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 temporary Section, § 165.T01–033, is added to read as follows:

§ 165.T01–033 Regulated Navigation Area; Long Island Bridge, Boston Harbor, Boston, MA.

(a) *Location.* The following area is a Regulated Navigation Area: All waters surrounding the Long Island Bridge, Boston Harbor, Boston, MA bound by the following coordinates: 42°18′26″ N, 070°59′12″ W; 42°18′35″ N, 070°58′51″ W; 42°18′31″ N, 070°58′49″ W; 42°18′23″ N, 070°59′09″ W. [Datum: NAD 1983]

(b) *Effective date.* This section is effective Monday through Friday from 9:30 a.m. until 3:30 p.m., May 7, 1996, to October 31, 1996.

(c) *Regulations.* All vessels shall operate at no-wake speed while with the Regulated Navigation Area.

Dated: May 7, 1996.

J.L. Linnon,

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

[FR Doc. 96–13165 Filed 5–23–96; 8:45 am]

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