

Dated: August 19, 1999.

William K. Hubbard,

Senior Associate Commissioner for Policy,
Planning and Legislation.

[FR Doc. 99-22103 Filed 8-25-99; 8:45 am]

BILLING CODE 4160-01-F

DEPARTMENT OF THE TREASURY

Internal Revenue Service

31 CFR Part 1

Privacy Act of 1974; Implementation

AGENCY: Internal Revenue Service,
Department of the Treasury.

ACTION: Withdrawal of proposed rule.

SUMMARY: The Department of the Treasury, Internal Revenue Service (IRS) is withdrawing the proposed rule to exempt the system of records Treasury/IRS 00.003—Customer Feedback System (TBOR 2) from certain provisions of the Privacy Act.

FOR FURTHER INFORMATION CONTACT:

Michael Sincavage, Director, 6103/
Privacy Operations, Governmental
Liaison and Disclosure, Internal
Revenue Service, at 202-622-6200.

SUPPLEMENTARY INFORMATION: The IRS published a proposed rule on August 7, 1997, at 62 FR 42443 to exempt IRS 00.003—Customer Feedback System from certain provisions of the Privacy Act pursuant to section 5 U.S.C. 552a(k)(4). The records were to be maintained and used solely for statistical purposes. The Department of the Treasury is withdrawing the proposed rule because the records will no longer be used solely for statistical purposes due to passage of the Internal Revenue Service Restructuring and Reform Act of 1998, (Pub. L. 105-206, July 22, 1998).

Dated: July 28, 1999.

Shelia Y. McCann,

Deputy Assistant Secretary (Administration).

[FR Doc. 99-22206 Filed 8-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 167

[USCG-1998-3385]

Port Access Routes; Prince William Sound via Cape Hinchinbrook Entrance and Passages Within the Sound Between Port Valdez and Cape Hinchinbrook

AGENCY: Coast Guard, DOT.

ACTION: Notice of study results.

SUMMARY: The Coast Guard announces the results of a Port Access Route Study which evaluated the need for modifications to current vessel routing and traffic management measures in the approaches to, departures from, and within Prince William Sound, Alaska. The study was completed in March of 1999. This notice summarizes the study recommendations.

ADDRESSES: The Docket Management Facility, U.S. Department of Transportation (DOT), 400 Seventh Street SW, Washington, DC 20590-0001 maintains the public document for this notice. Documents and enclosures as indicated in this preamble, will become part of the docket and will be available for viewing electronically on the internet at <http://dms.dot.gov/>. The docket is also available for inspection or copying at room PL-401, located on the Plaza Level of the Nassif Building at the above address between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Lieutenant Chris Holmes, Vessel Traffic Service Prince William Sound, telephone 907-835-7209; or Mr. Ed LaRue, Coast Guard Headquarters, Office of Waterways Services, telephone 202-267-0416. For questions on viewing material in the Docket, contact Dorothy Walker, Chief Dockets, telephone 202-366-5149.

SUPPLEMENTARY INFORMATION:

Definitions

The following definitions should help you review this notice.

Precautionary area means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

Separation Zone means a zone separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

Shipping Safety Fairway means a lane or corridor in which no artificial island or fixed structure, whether temporary or permanent, will be permitted.

Traffic lane means an area within defined limits in which one-way traffic is established.

Traffic Separation Scheme or (TSS) means a designated routing measure, which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

Background and Purpose

Why Did the Coast Guard Conduct This Port Access Route Study?

During recent years, many commercial vessel operators in the Prince William Sound area have expressed the need to modify the existing TSS in Prince William Sound to reduce risk and improve vessel traffic efficiency. In late 1996, the Prince William Sound Risk Assessment Steering Committee completed an analysis of oil shipping risk within Prince William Sound (referred to as the Prince William Sound Risk Assessment). While this risk assessment focused on oil transportation, it did address all facets of maritime commerce in Prince William Sound. The risk assessment included recommendations to improve vessel routing measures. Based on public input and the findings of the Prince William Sound Risk Assessment, the Coast Guard conducted this Port Access Route Study to review and evaluate the need for modifications to current vessel routing and traffic management measures in the Prince William Sound area.

When Did the Coast Guard Conduct the Port Access Route Study?

The Coast Guard announced the study in a notice published in the **Federal Register** on February 9, 1998 (63 FR 6502). The Coast Guard completed the study in March, 1999.

What Are the Existing Vessel Routing Measures in the Approaches to, Departures From, and Within Prince William Sound?

Existing vessel routing measures include the TSS in Prince William Sound and Prince William Sound Safety Fairway.

The TSS runs from the vicinity of Cape Hinchinbrook through Prince William Sound and into the Valdez Arm (the entrance to Port Valdez). The TSS includes a network of traffic lanes with a separation zone in between the lanes. The traffic lanes are 1,371.6 meters (1,500 yards) wide from Hinchinbrook Entrance to the vicinity of Bligh Reef at the southeast end of the Valdez Arm, then gradually decreases in width to 914.4 meters (1,000 yards) and terminate at Rocky Point. The separation zone is 1,828.8 meters (2,000 yards) wide from Hinchinbrook Entrance to the vicinity of Bligh Reef, then gradually decreases in width to 914.4 meters (1,000 yards) and terminates at Rocky Point. The southern extremity of the TSS leads through the middle of Cape Hinchinbrook Entrance.