

2.B.2.c. of Commandant Instruction M16475.1B, it is categorically excluded from further environmental documentation. A Categorical Exclusion Determination will be made available in the rulemaking 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 amends 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 1.01–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

2. A temporary section 165.T13006 is added to read as follows:

§ 165.T13006 Safety Zone; Columbia River, Astoria, OR.

(a) *Location:* The following area is a safety zone: All waters of the Columbia River in the vicinity of Astoria, Oregon, from the Oregon shore to point approximately 450 yards north of the channel, between buoys 37 and 39. More specifically, this area is all waters of the Columbia River bounded by a line commencing at the Oregon shore position 46°11'30"N latitude, 123°50'00"W longitude; thence to position 46°11'50"N latitude, 123°50'00"W longitude; thence to position 46°11'50"N latitude, 123°49'15"W longitude; thence to the Oregon shore at position 46°11'25"N latitude, 123°49'15"W longitude; thence returning along the Oregon shoreline to the point of origin.

(b) *Definitions:* The designated representative of the Captain of The Port is any Coast Guard commissioned, warrant, or petty officer who has been authorized by the Captain of the Port Portland, to act on his behalf. The following officers have or will be designated by the Captain of the Port: The Coast Guard Patrol Commander, the senior boarding officer on each vessel enforcing the safety zone, and the Duty Officer at Coast Guard Group Astoria, Oregon.

(c) Regulations:

(1) In accordance with the general regulations in Section 165.23 of this part, entry into this safety zone is prohibited unless authorized by the Captain of the Port or his designated representatives.

(2) A succession of sharp, short signals by whistle, siren, or horn from vessels patrolling the area under the direction of the Patrol Commander shall serve as a signal to stop. Vessels or persons signalled shall stop and comply with the orders of the patrol vessels; failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(d) *Effective Dates:* These regulations become effective on July 4, 1997, at 9 p.m. (PDT) and terminate on July 4, 1997, at 11 p.m. (PDT).

Dated: June 12, 1997.

G.M. Webber,

Commander, U.S. Coast Guard, Acting, Portland, Oregon.

[FR Doc. 97–17073 Filed 6–30–97; 8:45 am]

BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD1–97–040]

RIN 2115–AA97

Safety Zone Regulation: Saint Peter's Fiesta Fireworks, Gloucester, MA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone in the vicinity of the Fort Point, Gloucester Harbor, Gloucester, MA on June 29, 1997, for the Saint Peter's Fiesta Fireworks Display. The zone is needed to protect persons viewing the display, spectator vessels, and personnel in the area from the safety hazards associated with the fireworks display itself. Entry into the zone is prohibited unless authorized by the Captain of the Port (COTP) Boston.

EFFECTIVE DATE: This regulation becomes effective on June 29, 1997, from 8 p.m. until 11 p.m.

FOR FURTHER INFORMATION CONTACT: MSTC Daniel Dugery, USCG Marine Safety Office Boston, at (617) 223–3000.

SUPPLEMENTARY INFORMATION:

Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation, and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publishing an NPRM and delaying its effective date would be contrary to the public interest since immediate action is needed to prevent

injury and damage to persons and vessels involved.

Background and Purpose

The sponsor, the Saint Peter's Fiesta Committee, submitted a permit application to the Coast Guard for the fireworks display. COTP Boston is implementing this safety zone to protect mariners from the inherent hazards associated with a fireworks display.

The specific event requiring this regulation is the fireworks display itself. The display is scheduled to take place on June 29, 1997 from 9 p.m. until 10 p.m., fired from landside fireworks launchers on Fort Point in position 42°36'28" N, 070°35'55" W [Datum: NAD 1983]. The safety zone will be located off Fort Point and will extend three hundred yards in all directions from the firework launchers on shore during the event. This safety zone will preclude all vessels from approaching within three hundred yards of the fireworks launchers during the fireworks display. The zone will be in effect on June 29, 1997, from 8 p.m. until 11 p.m. The zone is needed to protect persons, facilities and vessels in the area from the safety hazards associated with the fireworks display itself. Entry into the zone is prohibited unless authorized by the COTP Boston. The City of Gloucester Harbor Master boat and Coast Guard patrol craft will be on scene to enforce the safety zone. Details of this event will be broadcast in a Safety Marine Information Broadcast.

Good Cause Statement

According to the APA (5 U.S.C. 553), good cause exists when notice or a delayed effective date is impractical, unnecessary, or contrary to the public interest. No significant adverse effect will result to vessel operators as the event will be three hours or less in duration. Fishing vessels and tour boats may experience slight delays in departures or arrivals during the display; however, mariners can time their movements just ahead or just after the fireworks display. In addition, due to the late hour of the event and the extensive advanced advisories that will be made, the Coast Guard does not expect a significant impact on commercial vessel traffic.

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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Costs to the shipping industry, if any, will be minor since this regulation will be in one given area for a limited time. Deep draft vessel traffic, small passenger commercial vessels and fishing vessels may experience minor delays in departures or arrivals due to the safety zone. In addition, due to the limited number and duration of the arrivals, departures and harbor transits, the Coast Guard expects the economic impact of this regulation to be so minimal that a Regulatory Evaluation is unnecessary.

Small Entities

The Coast Guard must consider the economic impact on small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). "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 addressed under the Regulatory Evaluation above, the Coast Guard finds that this rule will not have a significant 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 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 proposal 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 impact of this rule and concluded that, under section 2.B.2.e.(34)(g) of Commandant Instruction M16475.1B (as revised by 59 FR 38654, July 29, 1994), this rule is categorically excluded from further

environmental documentation. A Categorical Exclusion Determination and an Environmental Analysis Checklist are not included in the docket. An appropriate environmental analysis of the event will be conducted in conjunction with the marine event permitting process.

List of Subjects in 33 CFR Part 165

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

Proposed Regulation

For reasons set out in the preamble, the Coast Guard proposes to amend 33 CFR Part 165 as follows:

1. The authority citation for part 165 continues to read:

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. Section 165.T01–040, is added to read as follows:

§ 165.T01–040 Safety Zone; Saint Peter's Fiesta Fireworks, Gloucester, MA.

(a) *Location.* The following area is a safety zone:

From the landside fireworks launchers on Fort Point in position 42°36'28"N, 070°35'55"W [Datum: NAD 1983], three hundred yards in all directions on the waters of Gloucester Harbor. This safety zone will preclude all vessels from approaching within three hundred yards of the fireworks launchers during the fireworks display.

(b) *Effective date.* This rule is effective on June 29, 1997, from 8 p.m. until 11 p.m.

(c) *Regulations.*

(1) The general regulations covering safety zones contained in 33 CFR 165.23 apply.

(2) All persons and vessels shall comply with the instructions of the Coast Guard of the Captain of the Port or the designated on scene patrol personnel. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a Coast Guard vessel via siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

Dated: June 11, 1997.

J.J. O'Brien, Jr.

Commander, U.S. Coast Guard, Acting Captain of the Port, Boston, Massachusetts.
[FR Doc. 97–17082 Filed 6–28–97; 12:07 pm]
BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD13–97–008]

RIN 2115–AA97

Safety Zone Regulations; Kennewick Old Fashioned Fourth of July Fireworks Display, Columbia River, Kennewick, WA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a safety zone for the Kennewick Old Fashioned Fourth of July fireworks display. The event will be held on Friday, July 4, 1997, from 9 p.m. (PDT) to 11 p.m. (PDT). The Coast Guard, through this action, intends to protect persons, facilities, and vessels from safety hazards associated with the fireworks display. Entry into this safety zone is prohibited unless authorized by the Captain of the Port.

EFFECTIVE DATE: This rule is effective on July 4, 1997, at 9 p.m. (PDT) and terminates on July 4, 1997 at 11 p.m. (PDT).

FOR FURTHER INFORMATION CONTACT: LT T.G. Allan, c/o Captain of the Port, Portland, 6767 N. Basin Ave., Portland, Oregon 97217–3992, (503) 240–9327.

SUPPLEMENTARY INFORMATION:

Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective less than 30 days after **Federal Register** publication. Publishing a NPRM and delaying its effective date would be contrary to the public interest since immediate action is necessary to ensure the safety of structures and vessels operating in the area of the fireworks display. Due to the complex planning and coordination involved, the event sponsor, the Kennewick Chamber of Commerce, was unable to provide the Coast Guard with notice of the final details until 30 days prior to the date of the event. Therefore, sufficient time was not available to publish a proposed rule in advance of the event or to provide a delayed effective date. Following normal rulemaking procedures in this case would be impracticable.

Background and Purpose

The event requiring this regulation is the Kennewick Old Fashioned Fourth of July fireworks display to be held on the Columbia River in Kennewick, Washington. The fireworks display is