

Source of flooding and location	#Depth in feet above ground. *Elevation in feet (NGVD)	Source of flooding and location	#Depth in feet above ground. *Elevation in feet (NGVD)	Source of flooding and location	#Depth in feet above ground. *Elevation in feet (NGVD)
<p>At county boundary 2.2 miles upstream of U.S. Road 45E *393</p> <p><i>Dyer Creek:</i></p> <p>Approximately 0.84 mile downstream of the Florida Steel Railroad *359</p> <p>At Christmasville Road *444</p> <p><i>South Fork of Forked Deer River:</i></p> <p>At Westover Road *348</p> <p>Approximately 1.1 miles upstream of U.S. Route 45 (South Highland Avenue) .. *357</p> <p><i>Johnson Creek (South Fork Basin):</i></p> <p>Approximately 950 feet downstream of Lower Brownsville Road *343</p> <p>At downstream side of Mt. Pinson Road *424</p> <p><i>North Fork of South Fork of Forked Deer River:</i></p> <p>Approximately 350 feet downstream of Range Road (State Route 8241) .. *378</p> <p>At county boundary *388</p> <p><i>Jones Creek:</i></p> <p>Approximately 1,500 feet downstream of Illinois Central Railroad *366</p> <p>Approximately 650 feet downstream of Bendix Drive *390</p> <p><i>Dry Branch:</i></p> <p>Entire shoreline of impoundment behind Johnson Creek Watershed Dam No. 5 *476</p> <p><i>Little Johnson Creek:</i></p> <p>Entire shoreline of impoundment behind Johnson Creek Watershed Dam No. 10 *478</p> <p><i>Hart Creek:</i></p> <p>Entire shoreline of impoundment behind Johnson Creek Watershed Dam No. 4 *465</p> <p><i>Lackey Creek:</i></p> <p>Entire shoreline of impoundment behind Johnson Creek Watershed Dam No. 7 *436</p> <p><i>Sandy Creek:</i></p> <p>At county boundary *396</p> <p>Approximately 1.86 miles upstream of Bowman-Collins Road *492</p> <p><i>Brown Creek:</i></p> <p>At the confluence with North Fork of South Fork of Forked Deer River *367</p> <p>Approximately 1.14 miles upstream of Beech Bluff Road *382</p> <p><i>Sandy Creek Tributary:</i></p> <p>At the confluence with Sandy Creek *432</p> <p>Approximately 850 feet upstream of Collins Road *455</p> <p>Maps available for inspection at the Madison County Commissioner's office building, Madison County Courthouse, 100 East Main Street, Jackson, Tennessee 38301.</p>		<p>-----</p> <p>Medon (Town), Madison County (FEMA Docket No. 7215)</p> <p><i>Sandy Creek:</i></p> <p>Approximately 375 feet downstream of the confluence of Sandy Creek Tributary *430</p> <p>Approximately 1,375 feet upstream of Bowman Collins Road *434</p> <p>Maps available for inspection at the Medon City Hall, 20 College Street, Medon, Tennessee.</p> <p style="text-align: center;">WISCONSIN</p> <p>Chippewa County (Unincorporated Areas) (FEMA Docket Nos. 7199 and 7215)</p> <p><i>Chippewa River:</i></p> <p>Downstream county boundary *804</p> <p>Approximately 6,250 feet upstream of upstream City of Chippewa Falls corporate limits *853</p> <p>Maps available for inspection at the Chippewa County Courthouse, 711 North Bridge Street, Chippewa Falls, Wisconsin.</p> <p>-----</p> <p>Chippewa Falls (City), Chippewa County (FEMA Docket Nos. 7199 and 7215)</p> <p><i>Chippewa River:</i></p> <p>Approximately 1 mile downstream of U.S. Highway 53 *821</p> <p>Approximately 3.2 miles upstream of Soo Line Railroad *852</p> <p>Maps available for inspection at the Chippewa Falls City Hall, Inspection Department, 30 West Central Street, Chippewa Falls, Wisconsin.</p> <p>-----</p> <p>Eau Claire (City), Chippewa and Eau Claire Counties (FEMA Docket No. 7219)</p> <p><i>Chippewa River:</i></p> <p>At Interstate 94 *773</p> <p>Upstream corporate limits *806</p> <p><i>Sherman Creek:</i></p> <p>Confluence with Chippewa River *776</p> <p>Approximately 1.0 mile upstream of Menomonie Street *808</p> <p><i>Eau Claire River:</i></p> <p>At the confluence with Chippewa River *782</p> <p>Approximately 1,150 feet upstream of South Dewey Street *783</p>		<p>Maps available for inspection at the Eau Claire City Hall, Inspection Service Office, 203 South Farwell Street, Eau Claire, Wisconsin.</p> <p>(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")</p> <p>Dated: October 9, 1997.</p> <p>Michael J. Armstrong, <i>Associate Director for Mitigation.</i></p> <p>[FR Doc. 97-27711 Filed 10-17-97; 8:45 am]</p> <p>BILLING CODE 6718-04-P</p> <hr/> <p style="text-align: center;">FEDERAL MARITIME COMMISSION</p> <p>46 CFR Part 586 [Docket No. 96-20]</p> <p>Port Restrictions and Requirements in the United States/Japan Trade</p> <p>AGENCY: Federal Maritime Commission. ACTION: Petition for amendment to final rule; denial.</p> <hr/> <p>SUMMARY: The Federal Maritime Commission is denying a request submitted by Japanese liner shipping companies that per-voyage fees owed to the agency pursuant to the final rule in this proceeding be made payable to escrow accounts, rather than to the Commission directly.</p> <p>ADDRESSES: Requests for publicly available information or additional filings should be addressed to: Joseph C. Polking, Secretary, Federal Maritime Commission, 800 North Capitol Street, N.W., Washington, D.C. 20573, (202) 523-5725.</p> <p>FOR FURTHER INFORMATION CONTACT: Thomas Panebianco, General Counsel, Federal Maritime Commission, 800 North Capitol Street, N.W., Washington, D.C. 20573, (202) 523-5740.</p> <p>SUPPLEMENTARY INFORMATION: The Commission's final rule in this proceeding (62 FR 9696, amended 62 FR 18532 and 62 FR 18533) assessing per-voyage fees on Japanese liner shipping companies in response to longstanding restrictive and unfavorable requirements for the use of Japanese ports become effective on September 4, 1997. Under the rule, Japanese shipping lines are scheduled to make their first payment of fees, covering the month of September, on October 15.</p> <p>On October 7, 1997, the Japanese carriers submitted a letter requesting that the Commission "consider alternative ways and means by which</p>	

the Carriers could fulfill their payment obligations." Specifically, the Japanese lines urged that the Commission require that the carriers establish escrow accounts and pay the fees into these accounts, rather than paying them directly to the Commission. The carriers further requested that the Commission take any other steps to "accomplish the objectives of this request." As the relief sought by the Japanese lines would involve changing the payment procedures set forth in the final rule, the Commission has determined to treat the letter as a petition for amendment of the final rule, which would have been the appropriate pleading in this instance. Copies of the request were served on other participants in this proceeding; no comments or responses were received from any party.

In their request for alternative payment arrangements, the Japanese carriers have failed to cite any material improvements or reforms in the unfavorable Japanese port conditions that are the subject of this proceeding. Indeed, the Commission is unaware of any such progress since it last suspended the final rule in April. Accordingly, we find no basis for altering the collection procedures set forth in the final rule to postpone or redirect the payment of the fees. The Commission appreciates concerns raised by the Japanese lines regarding the complexity of the matters at issue; however, the Government of Japan has had ample opportunity to develop and implement necessary improvements. It has not, to date, done so.

The Japanese carriers' request for alternative payment arrangements is denied.

By the Commission.

Joseph C. Polking,

Secretary.

[FR Doc. 97-27668 Filed 10-17-97; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 961107312-7021-02; I.D. 101497A]

Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Cod by Trawl Catcher Vessels in the Bering Sea and Aleutian Islands

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Modification of a closure.

SUMMARY: NMFS is opening directed fishing for Pacific cod by trawl catcher vessels in the Bering Sea and Aleutian Islands management area (BSAI). This action is necessary to fully utilize the total allowable catch (TAC) of Pacific cod in that area.

DATES: Effective 1200 hrs, Alaska local time (A.l.t.), October 15, 1997, until 2400 hrs, A.l.t., December 31, 1997.

FOR FURTHER INFORMATION CONTACT: Andrew N. Smoker, 907-586-7228.

SUPPLEMENTARY INFORMATION: The groundfish fishery in the BSAI exclusive economic zone is managed by NMFS according to the Fishery Management Plan for Groundfish of the Bering Sea and Aleutian Islands Area (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson-Stevens Fishery Conservation and Management Act. Fishing by U.S. vessels is governed by regulations implementing the FMP at subpart H of 50 CFR part 600 and 50 CFR part 679.

In accordance with §§ 679.20 (a)(7)(i)(B), the portion of the Pacific cod TAC allocated to trawl catcher vessels in the BSAI was established as 63,450 metric tons (mt) by the Final 1997 Harvest Specifications for Groundfish (62 FR 7168, February 18, 1997). The trawl catcher vessel portion was

increased by a reallocation of the projected unused amount of the trawl catcher/processor allocation to 65,450 mt (62 FR 51609, October 2, 1997). The Administrator, Alaska Region, NMFS (Regional Administrator), has established a directed fishing allowance of 64,450 mt, and set aside the remaining 1,000 mt as bycatch to support other anticipated groundfish fisheries. The fishery for Pacific cod by trawl catcher vessels in the BSAI was closed to directed fishing under §§ 679.20(d)(1)(iii) on April 29, 1997, (62 FR 24508, May 2, 1997).

NMFS has determined that as of September 29, 1997, 2,432 mt remain in the directed fishing allowance. Therefore, NMFS is terminating the previous closure and is opening directed fishing for Pacific cod by trawl catcher vessels in the BSAI.

Classification

All other closures remain in full force and effect. This action responds to the best available information recently obtained from the fishery. It must be implemented immediately in order to allow full utilization of the Pacific cod TAC. Providing prior notice and opportunity for public comment for this action is impracticable and contrary to the public interest. Further delay would only disrupt the FMP objective of providing a portion of the Pacific cod TAC for trawl catcher vessels in the BSAI. NMFS finds for good cause that the implementation of this action cannot be delayed for 30 days. Accordingly, under 5 U.S.C. 553(d), a delay in the effective date is hereby waived.

This action is required by §§ 679.20 and is exempt from review under E.O. 12866.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: October 14, 1997.

Bruce C. Morehead,

Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

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