

PART 100—[AMENDED]

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

Authority: 33 U.S.C. 1233 through 1236; 49 CFR 1.46 and 33 CFR 100.35.

2. A new temporary section 100.35T-07-054 is added to read as follows:

§ 100.35T-07-054 City of Pompano Annual Christmas Boat Parade, Pompano Beach Florida

(a) *Regulated Area.* The regulated area is established surrounding the parade participants as they transit the parade route. Nonparticipant vessels will be prohibited from entering an area encompassing 50 feet on either side of the north-south axis of the parade. The axis extends from 500 feet ahead of the lead vessel in the parade to 500 feet astern of the last participating vessel in the parade as the parade transit north in the Intracoastal Waterway (ICW) from Lake Santa Barbara, the staging area of the parade, to the Hillsboro Boulevard Bridge, where the parade will disband. The regulated area will include the Intracoastal Waterway from Pompano Beach daybeacon 74 LLNR 47230 to State Road 810 bridge (ICW mile marker 1050).

(b) *Special Local Regulations.*

(1) While the parade is transiting, nonparticipating vessels are prohibited from approaching within 500 feet ahead of the lead vessel in the parade to 500 feet astern of the last participating vessel in the parade to within 50 feet on either side of the parade unless authorized by the Patrol Commander. Anchoring in the viewing area is prohibited unless authorized by the Patrol Commander. Entry or anchoring in the staging area is prohibited, unless authorized by the Patrol Commander. After the passage of the parade participants, all vessels may resume normal operations.

(2) A succession of not fewer than five short whistle or horn blasts from a patrol vessel will be the signal for any nonparticipating vessel to stop immediately. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

(c) *Dates.* These regulations become effective on December 14, 1997, from 5 p.m. to 10 p.m. EST.

Dated: November 6, 1997.

Norman T. Saunders,

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

[FR Doc. 97-30291 Filed 11-18-97; 8:45 am]

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

[COTP Los Angeles-Long Beach, CA; 97-007]

RIN 2115-AA97

Safety Zone: Los Angeles Harbor-San Pedro Bay, CA

AGENCY: Coast Guard, DOT.

ACTION: Interim rule with request for comments.

SUMMARY: The Coast Guard is revising the two safety zones associated with the dredging and landfill activities for stage II of the Pier 400 project. The Coast Guard is also adding a new moving safety zone surrounding the Dredge FLORIDA when it is in the waters of Los Angeles Harbor and San Pedro Bay, CA, and engaged in dredging operations associated with the Pier 400 project.

DATES: This regulation will be in effect from 6 a.m. PDT on July 22, 1997 until 11:59 p.m. PST on December 31, 1999. Comments must be received on or before January 20, 1998.

ADDRESSES: Comments should be mailed to Commanding Officer, Coast Guard Marine Safety Office, 165 N. Pico Avenue, Long Beach, CA 90802.

Comments received will be available for inspection and copying within the Port Safety Division at Marine Safety Office Los Angeles-Long Beach. Normal office hours are 8 a.m. to 4 p.m., PDT, Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Keith Whiteman, Chief, Port Safety and Security Division, Marine Safety Office Los Angeles-Long Beach.

SUPPLEMENTARY INFORMATION:

Regulatory Information

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and it is being made effective in less than 30 days after **Federal Register** publication. Following normal rulemaking procedures could not be done in a timely fashion in that the sequence of construction activities, location of work, selection of a contractor, and the issuance of a notice to proceed for Stage II of the Pier 400 project were not finalized until a date fewer than 30 days prior to the anticipated start of work.

Although this regulation is published as an interim rule without prior notice, an opportunity for public comment is nevertheless desirable to ensure the regulation is both reasonable and workable. Accordingly, persons wishing

to comment may do so by submitting written comments to the office listed under **ADDRESSES** in this preamble. Those providing comments should identify the docket number (COTP Los Angeles-Long Beach, CA; 97-007) for the regulation and also include their name, address, and reason(s) for each comment presented. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope. Based upon the comments received, the scope of the regulation may be changed.

The Coast Guard plans no public meetings. Persons may request a public meeting by writing to Marine Safety Office Los Angeles-Long Beach at the address listed under **ADDRESSES** in this preamble.

Background and Purpose

Construction associated with the Pier 400 project referenced in 33 CFR part 165.1110 has progressed to stage II. Consequently, the dredging and landfill activities necessary to complete the project have been expanded, and the existing safety zones no longer provide an appropriate level of safety. This rule expands those safety zones, and adds a new, moving safety zone surrounding the Dredge FLORIDA whenever it is engaged in dredging activities associated with the Pier 400 project.

The Dredge FLORIDA was not utilized during stage I of the Pier 400 project. Consequently, the moving safety zone surrounding the Dredge FLORIDA was not necessary during stage I of the Pier 400 project, but it is now essential given the expanded scope of stage II of the Pier 400 project.

This regulation is needed to restrict vessel traffic in the regulated areas to prevent collisions, groundings, or other navigational mishaps. Entry into, transit through, or anchoring within any of the safety zones is prohibited unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

Discussion of Regulation

This rulemaking accomplishes three things with respect to the Pier 400 project. It expands the two existing safety zones referenced in 33 CFR part 165.1110, and it adds a third, moving safety zone surrounding the Dredge FLORIDA. This rulemaking is necessary because the construction activities associated with the Pier 400 project have progressed from stage I to stage II. Consequently, the geographic scope of the construction area is now larger, and the services of the Dredge FLORIDA must now be employed.

These safety zones are necessary to safeguard recreational and commercial

vessels from the dangers of the dredging and landfill activities in the project area and to prevent interference with vessels engaged in these operations. All persons and vessels are prohibited from entering into, transiting through, or anchoring within the safety zone unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

Regulatory Assessment

This interim 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 been exempted from review 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 regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary. Only minor delays to mariners are foreseen as vessel traffic can be directed around the area of the safety zones.

Collection of Information

This regulation 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 regulation 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.

Environmental Assessment

The Coast Guard considered the environmental impact of this regulation and concluded that under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. This regulation is expected to have no significant effect on the environment. A Categorical Exclusion Determination and Environmental Analysis Checklist is available for inspection and copying in the docket to be maintained at the address under ADDRESSES in this preamble.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping

requirements, Security measures, Waterways.

Regulation

In consideration of the foregoing, Subpart F of Part 165 of Title 33, Code of Federal Regulations, is amended 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.

2. Section 165.1110 is revised to read as follows:

§ 165.1110 Safety Zone: Los Angeles Harbor—San Pedro Bay, CA.

(a) *Location.* All waters within the following boundaries are established as safety zones:

(1) Pier 400: Those waters of Los Angeles Harbor and San Pedro Bay in the vicinity of Pier 400 as defined by the lines connecting the following coordinates:

| <i>Latitude</i> | <i>Longitude</i> |
|------------------|--------------------|
| 33°-44'-29.06" N | 118°-14'-17.25" W; |
| | thence to |
| 33°-43'-48.06" N | 118°-13'-59.25" W; |
| | thence to |
| 33°-43'-48.50" N | 118°-14'-11.72" W; |
| | thence to |
| 33°-42'-46.17" N | 118°-15'-04.78" W; |
| | thence to |
| 33°-43'-00.00" N | 118°-15'-29.90" W; |
| | thence to |
| 33°-43'-21.94" N | 118°-15'-41.51" W; |
| | thence to |
| 33°-43'-45.04" N | 118°-15'-30.81" W; |
| | thence to |
| 33°-43'-58.55" N | 118°-14'-44.38" W; |
| | thence to |
| 33°-44'-03.70" N | 118°-14'-26.65" W. |

and thence to the point of origin. All coordinates referred use Datum: NAD 83.

(2) Shallow Water Habitat: Those waters of Los Angeles Harbor and San Pedro Bay as defined by the lines connecting the following coordinates.

| <i>Latitude</i> | <i>Longitude</i> |
|------------------|--------------------|
| 33°-42'-32.10" N | 118°-15'-00.00" W; |
| | thence to |
| 33°-42'-49.84" N | 118°-15'-41.51" W; |
| | thence to |
| 33°-42'-47.06" N | 118°-15'-58.26" W; |
| | thence to |
| 33°-42'-24.99" N | 118°-15'-23.59" W. |

and thence to the point of origin. All coordinate referred use Datum: NAD 83.

(3) Moving Safety Zone: Dredge FLORIDA. All waters within 50 yards on all sides of the Dredge FLORIDA when it is in the waters of Los Angeles Harbor and San Pedro Bay, CA, and engaged in dredging operations associated with the Pier 400 project.

(b) *Effective Date.* This section is effective from 6 A.M. PDT on July 22, 1997 until 11:59 P.M. PST on December 31, 1999, unless canceled earlier by the Captain of the Port.

(c) Regulations. In accordance with the general regulations in § 165.23 of the part, entry into, transit through, or anchoring within any of these safety zones is prohibited unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

Dated: July 21, 1997.

G.F. Wright,

Captain, U.S. Coast Guard, Captain of the Port, Los Angeles-Long Beach, California.

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DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 4

RIN 1024-AC63

Safety Belt Use Within the NPS System

AGENCY: National Park Service, Interior.

ACTION: Final rule.

SUMMARY: The National Park Service (NPS) is amending its regulations concerning seatbelt use within units of the NPS. Currently, the NPS has regulations requiring seatbelt use by the operator and each front seat passenger. On April 16, 1997, President Clinton signed Executive Order 13043 directing NPS and other Federal agencies to promulgate regulations that require all occupants of motor vehicles to use safety belts or child restraint devices at all times within units of the NPS when the vehicle is in motion.

EFFECTIVE DATE: This rule becomes effective on December 19, 1997.

FOR FURTHER INFORMATION CONTACT: Dennis Burnett, Ranger Activities Division, National Park Service, at (202) 208-4874.

SUPPLEMENTARY INFORMATION:

Background

NPS administers 375 areas throughout the country under the statutory mandate to conserve the scenery, the natural and cultural objects and the wildlife therein; and to provide for their enjoyment in such manner as will leave them unimpaired for the enjoyment of future generations. Although the nearly 300 million annual visitors to the National Park System use a variety of access methods, the vast majority rely on motor vehicles and roadways to reach park areas and to circulate within them.