

significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR11040, 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.

#### 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 regulation under the principles and criteria 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 regulation 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 listed 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 33 CFR Part 165 continues to read as follows:

#### Part 165—[Amended]

**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.T–43 is added to read as follows:

**§ 165.T11–043 Safety Zone: Colorado River, Bluewater Marina to La Paz County Park, Parker, AZ.**

(a) *Location.* The following area constitutes a safety zone in the navigable waters of the Colorado River:

the entire water area of the Colorado River beginning at the Bluewater Marina in Parker, AZ, and extending approximately 10 miles south to La Paz County Part.

(b) *Effective Dates.* This regulation becomes effective at 8 a.m. (PDT) on March 14, 1998, until 5 p.m. (PST) on March 14, 1998; then continues at 8 a.m. (PST) on March 15, 1998, until 5 p.m. (PST) on March 15, 1998, unless canceled earlier by the Captain of the Port.

(c) *Regulations.* In accordance with the general regulations in § 165.23 of this part, entry into, transit through, or anchoring within this zone is prohibited unless authorized by the Captain of the Port.

Dated: January 30, 1998.

**J.A. Watson, IV,**

*Commander, U.S. Coast Guard, Captain of the Port San Diego, California.*

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 165

[COTP Western Alaska 98–001]

RIN 2115–AA97

#### Safety Zone; Summer Bay, Unalaska Island, AK

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone in Summer Bay, Unalaska Island, AK. The temporary zone is needed to protect the ongoing salvage operation of the M/V KUROSHIMA and the salvage vessel M/V AMERICAN SALVOR. Entry of vessels or persons into this zone not involved in the salvage operation is prohibited unless specifically authorized by the Captain of the Port. **DATES:** This temporary rule becomes effective on January 26, 1998 at 1:00 p.m. ADT and terminates on 28 February 1998 at 11:59 p.m. ADT.

**FOR FURTHER INFORMATION CONTACT:** LCDR Rick Rodriguez, Chief of Port Operations, Coast Guard Captain of the Port Western Alaska, Anchorage, 510 L Street, Suite 100; Anchorage, Alaska 99501; (907) 271–6700.

**SUPPLEMENTARY INFORMATION:**

#### Background and Purpose

The purpose of this temporary safety zone is to allow the salvage vessel to conduct salvage operations unencumbered by vessels at or

proceeding to anchor within the zone defined later in this rule.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publication of a notice of proposed rulemaking and delay of effective date would be contrary to the public interest because immediate action is necessary to prevent disruption of the safe salvage operation of the M/V KUROSHIMA.

#### 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 proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

#### 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 rule does not have sufficient federalism implications to warrant the preparation of a Federal Assessment.

#### Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation.

#### List of Subjects in 33 CFR Part 165

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

For the reasons set out in the preamble, the Coast Guard amends 33 CFR Part 165 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; and 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; and 49 CFR 1.46.

2. A new temporary § 165.T17-001 is added to read as follows:

**§ 165.T17-001 Summer Bay Safety Zone.**

(a) *Location.* The following area is a Safety Zone: the area bounded by the following coordinates: from Second Priest Rock (N53-54.18, W166-28.0) north to N53-55.0, W166-28.0 east to N53-55.0, W166-26.6 south to the southwest bluff bordering Morris Cove (N53-54.70, W166-26.6.). Datum NAD 1983.

(b) *Effective dates.* This section becomes effective on January 26, 1998 at approximately 1:00 p.m. ADT and terminates on February 28, 1998 at approximately 11:59 p.m. ADT.

(c) *Regulations.* In accordance with the general regulations in § 165.23 of this part, entry into this zone is prohibited except as authorized by the Captain of the Port.

Dated: January 26, 1998.

**E.P. Thompson,**

*Captain, USCG, Captain of the Port Western Alaska.*

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**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR Part 165**

[CGD 13-98-002]

RIN 2115-AE84

**Clarification and Rearrangement of Puget Sound Vessel Traffic Service Regulated Navigation Area (RNA) Regulations**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Direct final rule.

**SUMMARY:** By this direct final rule, the Coast Guard is rearranging and clarifying the current wording of Puget Sound Vessel Traffic Service Regulated Navigation Area Regulations. This action is necessary to clearly differentiate between conditions when "general regulations" and "congested regulations" apply within the Regulated Navigation Area of Puget Sound. This direct final rule will make no substantive changes in the meaning or interpretation of the existing regulations. The direct final rule is intended to improve understanding of, and compliance with, these regulations, and to make these regulations less subject to confusion by waterway users.

**DATES:** This rule is effective May 18, 1998, unless the Coast Guard receives a written adverse comment or written

notice of intent to submit an adverse comment on or before April 20, 1998. If the Coast Guard receives a written adverse comment or notice of intent to submit a written adverse comment is received, the Coast Guard will withdraw this direct final rule and publish a timely notice of withdrawal in the **Federal Register**.

**ADDRESSES:** You may mail or deliver comments to U.S. Coast Guard, Thirteenth Coast Guard District, Marine Safety Division, 915 2nd Avenue, Room 3506, Seattle, WA, 98174-1067. Normal office hours are between 8:00 a.m. and 4:00 p.m., Monday through Friday, except Federal holidays. The telephone number is (206) 220-7217.

The Marine Safety Division maintains the public docket for this rulemaking. Comments, and documents as indicated in this preamble, will become part of this docket and will be available for inspection or copying at the above address.

**FOR FURTHER INFORMATION CONTACT:** LT Chris Woodley, C-GD13 (moc-2), 915 2nd Avenue, Room 3506, Seattle, WA, 98174-1067, (206) 220-7217.

**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 rulemaking (CGD 13-98-002) and the specific section of this document to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

**Regulatory Information**

The Coast Guard is publishing a direct final rule, the procedures of which are outlined in 33 CFR 1.05-55, because no adverse comment is anticipated. If no adverse comment or written notice of intent to submit an adverse comment is received within the specified comment period, this rule will become effective as stated in the **DATES** section. In that case, approximately 30 days before the effective date, the Coast Guard will publish a document in the **Federal Register** stating that no adverse comment was received and confirming that this rule will become effective as scheduled. However, if the Coast Guard receives a written adverse comment or

written notice of intent to submit an adverse comment, the Coast Guard will publish a document in the **Federal Register** announcing withdrawal of all or part of this direct final rule. If an adverse comment applies to only part of this rule and it is possible to remove that part without defeating the purpose of this rule, the Coast Guard may adopt as final those parts of this rule on which no adverse comment was received. The part of this rule that was the subject of an adverse comment will be withdrawn. If the Coast Guard decides to proceed with a rulemaking following receipt of an adverse comment, the Coast Guard will publish a separate Notice of Proposed Rulemaking (NPRM) and provide a new opportunity for comment.

A comment is considered "adverse" if the comment explains why this rule would be inappropriate, including a challenge to the rule's underlying premise or approach, or would be ineffective or unacceptable without a change.

**Background and Purpose**

On August 29, 1994, the Coast Guard published in the **Federal Register** [39 FR 44321] the Final Rule [CGD13 90-003] for a Regulated Navigation Area (RNA) for Puget Sound (33 CFR 165.1301) and adjacent waters in northwestern Washington to prevent vessel collisions and groundings, loss of property, loss of life, and environmental damage, resulting from conflicts between varied users of these waters. These regulations were intended to encompass fishing vessels, pleasure craft, ferries, towboats, and deep draft vessels. As written, the regulations of 33 CFR 165.1301 are unclear as to which provisions apply all the time (general regulations) and which provisions apply only when hazardous levels of vessel traffic congestion exist (congestion regulations). Currently, the only clarification between general and congested conditions is written in the Puget Sound Vessel Traffic Service Users Manual. This document is not legally binding and is subject to challenge. Consequently, it is necessary to rearrange and clarify the current text 33 CFR 165.1301 to promote a better understanding of these regulations by waterway users, and improve compliance within the Puget Sound Regulated Navigation Area. The proposed changes are in alignment with current practice, and with the "Discussion of Comments and Changes" section of the Final Rule published in the Federal Register on August 29, 1994.