

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.

The Prince William Sound Safety Fairway is described in 33 CFR 166.400. Most vessels operating in the area use the Prince William Sound Safety Fairway. The one exception is laden tankers chartered by British Petroleum departing from Cape Hinchinbrook. Instead of using the Hinchinbrook to Gulf Safety Fairway, these tankers use an alternate route to reduce the risk of an oil spill near the Copper River Flats and Delta.

What Data Did the Coast Guard Use to Help Conduct the Port Access Route Study?

We relied on data from a variety of sources. Two documents, the 1994 Disabled Tanker Towing Study and the 1996 Prince William Sound Risk Assessment, provided supporting data and analysis for the Port Access Routes Study. Copies of these studies are available from either of the persons listed under **FOR FURTHER INFORMATION CONTACT**. They are also available in the public docket at the address listed under the **ADDRESSES** section and electronically on the DMS website at <http://dms.dot.gov>. In addition, Coast Guard Vessel Traffic Service Prince William Sound collected up-to-date vessel transit data to ensure data in the Prince William Sound Risk Assessment remained valid.

We also considered the 12 written comments we received from the public. The comments generally support the recommendations in the study.

Study Recommendations

The study recommends four changes to existing vessel routing and traffic management measures.

1. Remove the southern dogleg to provide a straight traffic lane between the Pilot Station and Cape Hinchinbrook

The study found that implementing this recommendation should reduce risk for vessels operating in the area. Removing the dogleg decreases the length of transit in Prince William Sound, reducing overall exposure time for vessels. It should also result in a smoother flow of traffic and reduce traffic congestion. In addition, if the dogleg were removed, the minimum distance from the center of the southbound traffic lane to Naked Island would increase from 6 nautical miles to 9 nautical miles, reducing the risk of drift groundings.

To implement this recommendation, the following coordinates would connect the TSS in central Prince William Sound:

Latitude	Longitude
60°49'29.4" N	146°58'11.6" W
60°20'35.3" N	146°48'10.5" W
60°20'36.0" N	146°54'18.7" W
60°49'06.3" N	147°04'11.5" W

Within the TSS, the Separation Zone would be connected by the following coordinates:

Latitude	Longitude
60°48'17.6" N	146°59'46.1" W
60°20'56.1" N	146°50'19.3" W
60°20'45.9" N	146°52'18.7" W
60°48'07.2" N	147°01'47.0" W

2. Establish a Precautionary Area at Bligh Reef Pilot Station

Implementing this recommendation should reduce risk for vessels operating in the area. Several vessels converge in this area, including ferries, cruise ships, and tankers. Navigation can sometimes be difficult in the area because of outflows from the Columbia Glacier. In addition, since the area offers little protection from the weather, vessels occasionally alter course to provide safe embarking and disembarking for pilots.

To implement the recommended Precautionary Area, the southbound traffic lane of the TSS within Valdez Arm would be widened to meet up with the Precautionary Area. The TSS would be modified to the following coordinates:

Latitude	Longitude
60°58'55.6" N	146°48'51.3" W
60°58'02.6" N	146°46'31.1" W
60°50'36.8" N	147°03'36.1" W
60°49'29.4" N	146°58'11.6" W

The recommended Precautionary Area would consist of a 1.5 nautical mile radius around the following position:

Latitude	Longitude
60°49'38" N	147°01'20" W

3. Establish a Precautionary Area southeast of Cape Hinchinbrook

Implementing this recommendation should reduce the potential for traffic congestion in this area. As discussed in the *Background and Purpose* section of this document, laden tankers chartered by British Petroleum departing from Cape Hinchinbrook do not follow the existing Prince William Sound Safety Fairway. Instead, the vessels use an alternate route to provide an extra measure of protection for the environmentally sensitive Copper River Flats Delta area. The recommended Precautionary Area would provide two distinct routes for departing and

returning vessels, improving vessel traffic management and safety.

The following coordinates would bind the recommended Precautionary Area:

Latitude	Longitude
60°20'35.3" N	146°48'10.5" W
60°12'40.1" N	146°40'25.9" W
60°11'00.7" N	146°28'39.0" W
60°05'28.2" N	146°00'00.6" W
60°00'48.6" N	146°03'31.7" W
60°05'26.1" N	146°27'34.9" W
59°51'47.8" N	146°37'30.4" W
59°53'31.1" N	146°46'50.2" W
60°07'45.6" N	146°36'14.6" W
60°11'30.7" N	146°46'38.1" W
60°20'36.0" N	146°54'18.7" W

4. Remove the Separation Zone within the Valdez Arm

Implementing this recommendation may improve safety in the area. Traffic in and out of the Valdez narrows is relatively light and is monitored by the Vessel Traffic Service (VTS). Due to ice conditions, the VTS often imposes "custom ice routing measures" which typically involve one way traffic requirements. During the study, vessel operators stated that they would like to have more access to the center of the waterway when there are no vessels on opposing courses. This option may reduce the risk of powered and drift groundings since vessels could stay as far off shoal water as possible and offer the vessel masters the flexibility to consider prevailing weather and ice conditions to identify the safest track for their vessels.

However, there are concerns that removing the Separation Zone may increase the risk of collisions in the area.

The Coast Guard will seek public comment on the recommended changes to the existing routing measures before making any submission to the International Maritime Organization.

Dated: August 6, 1999.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

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DEPARTMENT OF EDUCATION

34 CFR Ch. VI

Office of Postsecondary Education; Review of Regulations Under Title IV of the Higher Education Act of 1965, as Amended

AGENCY: Department of Education.

ACTION: Outreach to customers and partners for advice and