

### Regulatory Evaluation

This proposal is not a significant regulatory action under Section 3(f) of the Executive Order 12866 and does not require an assessment of the 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 proposed rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. The proposed regulation would last for only 11 and one-half hours each day of the event.

### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under Section 3 of the Small Business Act (15 U.S.C. 632).

For reasons set forth in the above Regulatory Evaluation, the Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, would not have a significant economic impact on a substantial number of small entities.

### Collection of Information

These proposed regulations contain no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

### Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient Federalism implications to warrant the preparation of a Federalism Assessment.

### Environmental Assessment

The Coast Guard has considered the environmental impact of this proposal consistent with Section 2.B.2. of Commandant Instruction M16475.1B. In accordance with that section, this proposed action has been environmentally assessed (EA completed), and the Coast Guard has concluded that it will not significantly affect the quality of the human environment. An environmental

assessment and a finding of no significant impact have been prepared and are available in the docket for inspection or copying where indicated under ADDRESSES.

### List of Subjects in 33 CFR Part 100

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

### Proposed Regulations

In consideration of the foregoing, the Coast Guard proposes to amend 33 CFR part 100 as follows:

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

#### PART 100—[AMENDED]

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

2. A new section 100.715 is added to read as follows:

#### § 100.715 Annual Beaufort Water Festival; Beaufort River, Beaufort, SC.

(a) *Definitions.* (1) *Regulated Area.* A regulated area is established on that portion of the Beaufort River, between the Ladys Island swing bridge at 032°25'40" N, 080°40'10" W and a line drawn directly across the Beaufort River at Spanish Point on the 032°24'00" N parallel. All coordinates referenced use Datum: NAD 1983.

(2) *Coast Guard Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Charleston, South Carolina.

(b) *Special local regulations.* (1) Entry into the regulated area by other than event participants is prohibited, unless otherwise authorized by the Patrol Commander.

(2) Between scheduled events during the last two weekends of July, the Patrol Commander may authorize vessels to resume normal operations

(3) After termination of the Beaufort Water Festival events on the last two weekends of July, all vessels may resume normal operation at the discretion of the Patrol Commander.

(c) *Effective Dates.* These regulations are effective annually from 7:30 a.m. to 7 p.m. Eastern Daylight Time, on the last two weekends of July, unless otherwise specified in the local notice to mariners.

Dated: March 25, 1996.

P.J. Cardaci,  
Captain U.S. Coast Guard, Acting  
Commander, Seventh Coast Guard District.  
[FR Doc. 96-9602 Filed 4-18-96; 8:45 am]

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### 33 CFR Part 100

[CGD 09-96-001]

#### Special Local Regulation; Idle Hour South Channel Challenge, St. Clair River, MI

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to establish a special local regulation for the United States waters of the St. Clair River South Channel during the Idle Hour South Channel Challenge. This event will be held on the St. Clair River South Channel, MI, from Saturday June 8, through Monday June 10, 1996, on the St. Clair River South Channel. This event will have an estimated 25 race boats racing a closed course on the St. Clair River South Channel which could pose hazards to navigation in the area. This regulation will restrict general navigation between the St. Clair Flats Canal Lighted Buoy 7 and Harsens Island Light 11. This regulation is needed to provide for the safety of life, limb, and property on navigable waters during the event.

**DATE:** Comments must be received on or before May 20, 1996.

**ADDRESSES:** Comments should be mailed to Commander (oan), Ninth Coast Guard District, 1240 East 9th Street, Cleveland, Ohio 44199-2060. The comments will be available for inspection and copying at the Aids to Navigation and Waterways Management Branch, Room 2083, 1240 East 9th Street, Cleveland, Ohio. Normal office hours are between 8 a.m. and 4 p.m., Monday through Friday, except holidays. Comments may also be hand delivered to this address.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant F.J. Milbry, Ninth Coast Guard District, Recreational Boating Safety Affairs Branch, 1240 East Ninth Street, Cleveland, Ohio 44199-2060, (216) 522-3932.

#### 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 name and address, identify this rulemaking [CGD09-96-001] and the specific section of this proposal to which each comment applies, and give a reason for each comment. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope. The Coast Guard will consider all comments

received during the comment period. It may change this proposal in view of the comments. The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Project Officer at the address under **ADDRESSES**. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the Federal Register.

#### Discussion of Proposed Regulations

The Coast Guard proposes to establish a special local regulation on specified waters of the St. Clair River South Channel, MI during the Idle Hour South Channel Challenge. This event will have an estimated 25 high performance power boats racing a closed course race on St. Clair River South Channel which could pose hazards to navigation in the area. This event is expected to draw an estimated 200–300 spectator craft. Pleasure craft will be able to transit the area on the north side of the Channel during the event. Commercial vessels transit the St. Clair Cutoff and will not be affected. This regulation is necessary to ensure the protection of life, limb and property during this event.

#### Federalism Implications

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment. Environment.

The Coast Guard is conducting an environmental analysis for this event pursuant to section 2.B.2.c of Coast Guard Commandant Instruction M16475.1B, and the Coast Guard Notice of final agency procedures and policy for categorical exclusions found at 59 FR 38654; July 29, 1994.

#### Regulatory Evaluation

This regulation 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

10e of the regulatory policies and procedures of the DOT is unnecessary.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal, if adopted, will have a significant economic impact on a substantial number of small entities. "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.

Commercial vessel traffic will not be affected by any restrictions because they transit a different area than that affected by this proposal. Pleasure craft will be able to transit the area on the north side of the Channel during the event. Therefore, because it expects the impact of this proposal to be minimal, the Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, will not have a significant economic impact on a substantial number of small entities.

#### Collection of Information

This regulation will impose no collection information requirements under the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*

#### List of Subjects in 33 CFR Part 100

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

#### Proposed Regulations

In consideration of the foregoing, the Coast Guard proposes to amend Part 100 of Title 33, Code of Federal Regulations, as follows:

#### **PART 100—[AMENDED]**

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

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

2. A temporary § 100.35–T09–001 is added to read as follows:

#### **§ 100.35–T09–001 Idle Hour South Channel Challenge, St. Clair River, MI.**

(a) *Regulated area.* That portion of the St. Clair River South Channel, in United States waters, between the St. Clair Flats Canal Lighted Buoy 7 and Harsens Island Light 11. (NAD 83).

(b) *Special local regulation.* This section restricts general navigation in the regulated area for the safety of spectators and participants. Any vessel desiring to transit the regulated area may do so only with prior approval of the Patrol Commander.

(c) *Patrol Commander.* (1) The Coast Guard will patrol the regulated areas under the direction of a designated Coast Guard Patrol Commander (Officer in Charge, U.S. Coast Guard St. Clair Shores, MI). The Patrol Commander may be contacted on channel 16 (156.8 MHZ) by the call sign "Coast Guard Patrol Commander."

(2) The Patrol Commander may direct the anchoring, mooring, or movement of any boat or vessel within the regulated areas. A succession of sharp, short signals by whistle or horn from vessels patrolling the area under the direction of the U.S. Coast Guard Patrol Commander shall serve as a signal to stop. Any vessel so signaled shall stop and shall comply with the orders of the Patrol Commander. Failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(3) The Patrol Commander may terminate the marine event or the operation of any vessel at any time it is deemed necessary for the protection of life, limb, or property.

(4) All persons in the area shall comply with the orders of the Coast Guard Patrol Commander.

(d) *Effective date.* This section is effective from 11:30 a.m. until 2:30 p.m., June 8, 9, and 10, 1996, unless extended or terminated sooner by Coast Guard Group Commander Detroit, MI.

Dated: April 10, 1996.

G. F. Woolever,

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

[FR Doc. 96–9657 Filed 4–18–96; 8:45 am]

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## **ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD**

### **36 CFR Parts 1190 and 1191**

#### **Accessibility Guidelines for Play Facilities; Notice of Meeting of Regulatory Negotiation Committee**

**AGENCY:** Architectural and Transportation Barriers Compliance Board.

**ACTION:** Committee meeting.

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**SUMMARY:** The Architectural and Transportation Barriers Compliance Board (Access Board) has established a regulatory negotiation committee to develop a proposed rule on accessibility guidelines for newly constructed and altered play facilities covered by the Americans with Disabilities Act and the Architectural Barriers Act. This document announces the times and