

2. Section 117.603 is suspended and a new 117.604 is added to read as follows:

**§ 117.604 Manchester Harbor.**

The Massachusetts Bay Transportation Authority Bridge at mile 1.0, in Manchester, shall operate as follows:

(a) The draw shall open on signal from 7 a.m. to 11 p.m. each day.

(b) At all other times, at least four hours advance notice for openings is required by calling the number posted at the bridge.

Dated: April 22, 1996.

J.L. Linnon,

*Rear Admiral, U.S. Coast Guard, Commander,  
First Coast Guard District.*

[FR Doc. 96-10658 Filed 4-29-96; 8:45 am]

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**33 CFR Part 165**

**[CGD13-95-055]**

**RIN 2115-AA97**

**Safety Zone Regulations; Fort Vancouver Fourth of July Fireworks Display, Columbia River, Vancouver, WA**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is adopting permanent safety zone regulations for the annual Fort Vancouver Fourth of July Fireworks Display in Vancouver, Washington. This event is held each year on the Fourth of July on the waters of the Columbia River. In the past, the Coast Guard has established a temporary safety zone each year to protect the safety of life on the navigable waters during this event. However, because the event occurs annually, the Coast Guard is adopting a permanent description of the event and permanent regulations to better inform the boating public.

**EFFECTIVE DATE:** This rule is effective on May 30, 1996.

**ADDRESSES:** Unless otherwise indicated, the documents referred to in this preamble are available for inspection or copying in the St. Helens Building, Waterways Management Section at the U.S. Coast Guard Group Portland, 6767 N. Basin Ave., Portland, OR 97217-3992. Normal office hours are between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant (Junior Grade) C. A. Roskam, c/o Commander, U.S. Coast Guard Group Portland, 6767 N. Basin Ave., Portland, OR 97217-3992. (Telephone: (503) 240-9327).

**SUPPLEMENTARY INFORMATION:**

**Regulatory History**

On February 9, 1996 the Coast Guard published a notice of proposed rulemaking entitled Safety Zone Regulations; Fort Vancouver Fourth of July Fireworks Display, Columbia River, Vancouver, WA, in the Federal Register (61 FR 4945). The Coast Guard received no letters commenting on the proposal. No public hearing was requested, and none was held. No changes were made to the regulation, and it is being adopted as initially proposed.

**Background and Purpose**

The Coast Guard is adopting permanent safety zone regulations for the annual Fort Vancouver Fourth of July Fireworks Display in Vancouver, Washington. This event is held on the waters of Columbia River each year on July fourth from 10 p.m. to 10:30 p.m. (PDT). In the past, the Coast Guard has established a temporary safety zone each year to protect the safety of life on the navigable waters during the event. However, because the event occurs annually, the Coast Guard is adopting a permanent description of the event and permanent regulations in the Code of Federal Regulations (CFR) to better inform the boating public. The Coast Guard, through this action, intends to promote the safety of spectators and participants in this event. The Fort Vancouver Fourth of July Fireworks Display is being held as part of the celebration for the Fourth of July Independence Day in Vancouver, Washington. This event is sponsored by the Fort Vancouver Fourth of July Committee. The fireworks display is conducted from a barge located just offshore on the Columbia River.

This one day event attracts a large number of spectators gathered on the waters near the fireworks display. Spectators who approach the fireworks barge at close range during the event may be struck by falling debris from the overhead fireworks display.

**Discussion of Proposed Regulation**

To promote the safety of both the spectators and the participants of this event, this regulation establishes a permanent safety zone which would become effective each year during the event. Entry into this safety zone and the area surrounding the event will be prohibited. This safety zone will be enforced by representatives of the Captain of the Port, Portland, Oregon. The Captain of the Port may be assisted by other federal agencies.

**Regulatory Evaluation**

This regulation is not a significant 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 DOT is unnecessary. The safety zone established by this regulation encompasses only one mile of the Columbia River adjacent to Vancouver, Washington. Entry into the safety zone will be restricted each year for only three hours on the day of the event. These restrictions would have little effect on maritime commerce in the area.

**Small Entities**

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this regulation 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. Because it expects the impact of this regulation to be minimal, the Coast Guard certifies under 5 U.S.C. 605(b) that this regulation will not have a significant economic impact on a substantial number of small entities.

**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 action in accordance with the principles and criteria contained in Executive Order 12612 and has determined that this regulation does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

**Environment**

The Coast Guard considered the environmental impact of this regulation and concluded that, under paragraph 2.B.2 of Commandant Instruction

M16475.1B (as revised by 59 FR 38654; July 29, 1994), the regulation is categorically excluded from further environmental documentation. Appropriate environmental analysis of the Fort Vancouver Fourth of July Fireworks Display will be conducted in conjunction with the marine event permitting process each year. Any environmental documentation required under the National Environmental Policy Act will be completed prior to the issuance of a marine event permit for this event should such a permit be required.

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

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

#### Final Regulation

For the reasons set out in the preamble, the Coast Guard amends Part 165 of Title 33, Code of Federal Regulations, as follows:

#### PART 165—[AMENDED]

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; CFR 1.05–1(g), 6.04–1, 6.04–6 and 160.5; 49 CFR 1.46.

2. A new section 165.1308 is added to read as follows:

#### § 165.1308 Columbia River, Vancouver, WA.

(a) *Location.* The following area is a safety zone: All waters of the Columbia River at Vancouver, Washington, bounded by a line commencing at the northern base of the Interstate 5 highway bridge at latitude 45°37'17" N, longitude 122°40'22" W; thence south along the Interstate 5 highway bridge to latitude 45°37'03" N, longitude 122°40'32" W; thence to latitude 45°36'28" N, longitude 122°38'35" W; thence to Ryan's Point at latitude 45°36'42" N, longitude 122°38'35" W; thence along the Washington shoreline to the point of origin. [Datum: NAD 83].

(b) *Effective dates.* This section is effective annually on July fourth from 9 p.m. to 11 p.m. (PDT) unless otherwise specified by Federal Register notice.

(c) *Regulation.* In accordance with the general regulations in § 165.23 of this part, entry into this safety zone is prohibited unless authorized by the Captain of the Port, Portland, Oregon.

Dated: April 18, 1996.

C.E. Bills,

*Captain, U.S. Coast Guard Captain of the Port.*

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#### 33 CFR Part 165

[CGD07–95–062]

RIN 2115–AA97

#### Safety/Security Zone Regulations; Savannah, GA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

**SUMMARY:** The Coast Guard is establishing safety and security zones to protect life, property, and the environment during the 1996 Olympic Yachting Competition. The anticipated concentration of spectator and participant vessels associated with these races pose safety and security concerns. These regulations are intended to provide security for the Olympic participants and to insure safe navigation on the waters surrounding the Olympic Village located on the Savannah River, the two Olympic Marinas, the racing venues offshore, and the ferrying of athletes and officials between Olympic Marina locations.

**EFFECTIVE DATES:** This rule is effective from July 4, 1996 until August 4, 1996.

**ADDRESSES:** Copies of documents referenced in this document are available for inspection or copying from Marine Safety Office, Savannah, 222 W. Ogelthorpe Avenue, Suite 402, Savannah, Georgia between 9 a.m. and 3 p.m. EDT (Eastern Daylight Time), Monday through Friday, except Federal holidays. A copy of the environmental assessment is available from CEU Miami, 909 S.E. 1st Ave., Miami, Florida 33131.

**FOR FURTHER INFORMATION CONTACT:** BMC P.M. Webber or LT L.L. Fagan, Project Officer for Captain of the Port, Marine Safety Officer, Savannah at (912) 652–4353, between the hours of 7:30 a.m. and 4 p.m. EDT, Monday through Friday, except holidays.

**SUPPLEMENTARY INFORMATION:** Over 1100 athletes and coaches representing over 80 countries, over 300 competition vessels, as well as approximately 1,000 to 2,000 support and spectator vessels are expected to arrive and participate in the festivities of the 1996 Olympic yachting competition. To ensure the security of the athletes and to ensure the safety of the large volume of recreational vessels expected in the area, the Coast

Guard is establishing these safety/security zones to provide for the safety and security of the Olympic participants and spectators.

#### Regulatory History

On January 3, 1996, the Coast Guard published a Notice of Proposed Rulemaking (NPRM) entitled "Safety/Security Zone Regulations; Savannah, GA" (CGD 07–95–062) in the Federal Register (61 FR 136). Due to requests, a public meeting, announced in the February 16, 1996 Federal Register (61 FR 6178), was held in Savannah by the Captain of the Port Savannah on February 29, 1996 to gather comments on the rulemaking. The meeting was attended by over 100 individuals. Twenty-six people made comments during the meeting and 17 written comments were submitted prior to closure of the comment period on March 4, 1996. Copies of the comments and an audio tape of the meeting are available for inspection or copying where indicated under **ADDRESSES**. The Coast Guard published a related Notice of Proposed Rulemaking on October 10, 1995 (60 FR 53317), which proposed anchorage areas in the same general area as the safety/security zones during the Olympic Yachting Event. The final rule on the anchorage areas is published elsewhere in today's Federal Register.

#### Discussion of Comments and Changes

The Coast Guard received forty-three separate comments on the NPRM during the comment period. The commentors fit into the following general categories: concerns from businesses on Bull River, Turner Creek, or Half Moon River; concerns from citizens living on these waterways or with vessels moored in effected areas; and concerns registered by or on behalf of the Atlanta Committee for the Olympic Games (ACOG). The Coast Guard received two comments from private citizens who fully supported the safety/security zones as proposed, stating that the Coast Guard had achieved a good balance between navigational interests and interest in security for the Olympic athletes. The comments which addressed specific proposed safety/security zones are discussed below by zone. General comments which pertain to all of the area are grouped by subject and are discussed following the discussion by specific zones.

The environmentally based constraints that were proposed as part of the NPRM have been incorporated as conditions in the permit issued by the Coast Guard to the ACOG for the water events. As a result, therefore, these restrictions have been eliminated from