

provide for the safety of life on navigable waters during the event.

EFFECTIVE DATE: This rule is effective from 6:30 a.m. to 5:30 p.m. edt on March 21–24, 1996.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for copying and inspection at U.S. Coast Guard Group Charleston, 196 Tradd Street, Charleston, SC 29401–1817, between 8 a.m. and 3 p.m. edt, Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: ENS M. Daponte, U.S. Coast Guard Group Charleston, SC at (803) 724–7621.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for these regulations. Following normal rulemaking procedures would have been impracticable. The information necessary to hold the event was not received until January 10 1996, and there was not sufficient time remaining to publish proposed rules in advance of the event or to provide for a delayed effective date.

Discussion of Regulations

There will be 1000 participants racing 4 and 8 man rowing shells on a fixed course. The event will take place on the portion of the Savannah River at Augusta, Georgia between U.S. Highway 1/78/278 Bridge, at mile marker 199.45, and mile marker 197, on March 21–24, 1996. This rule is required to provide for the safety of life on the navigable waters during the running of the Invitational Rowing Regatta.

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)(f) of that order. It has not been reviewed 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 proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. The regulated area encompasses less than 1.5 nautical miles on the Savannah River between U.S. Highway 1/78/278 Bridge, at mile marker 199.45, and mile marker 197, entry into which is prohibited only for eleven hours on each day of the event.

Since the impact of this proposal is expected to be minimal, the Coast Guard certifies that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

Collection of Information

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

Federalism

The Coast Guard has analyzed this rule 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.

Environmental Assessment

The Coast Guard has considered the environmental impact of this action consistent with Section 2.B.2. of Commandant Instruction M16475.1B. In accordance with that section, this action has been environmentally assessed (EA completed), and the Coast Guard has determined that it will not significantly affect the quality of the human environment. An environmental assessment and finding of no significant impact have been prepared and are available for inspection and copying at the address listed under **ADDRESSES**. As a condition to the permit, the applicant is required to educate the operators of spectator craft and parade participants regarding the possible presence of manatees and the appropriate precautions to take if the animals are sighted.

List of Subjects in 33 CFR Part 100

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

Temporary Final Regulations

In consideration of the foregoing, part 100 of title 33, Code of Federal Regulations, is amended 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 § 100.35–07–004 is added as follows:

§ 100.35–07–004 Special Local Regulations; Savannah River at Augusta, GA.

(a) *Regulated area.* A regulated area is established on that portion of the Savannah River at Augusta, Georgia between U.S. Highway 1/78/278 Bridge, at mile marker 199.45, and mile marker 197. The regulated area encompasses

the width of the Savannah River between these two points.

(b) *Special local regulations.* (1) Entry into the regulated area by other than event participants is prohibited, unless otherwise authorized by the Patrol Commander. After termination of the Augusta Invitational Rowing Regatta on March 24, 1996, all vessels may resume normal operation.

(2) Four temporary overhead cables will be used to delineate the course's racing lanes, and floats will be used on the surface of the river to mark lane separations.

(c) *Effective dates.* This section is effective from 6:30 a.m. to 5:30 p.m. est on March 21–24, 1996.

Dated: February 20, 1996.

Roger T. Rufe, Jr.,

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

[FR Doc. 96–4920 Filed 3–1–96; 8:45 am]

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33 CFR Part 100

[CG11–96–002]

RIN 2115–AE46

Special Local Regulations; Parker 500 Enduro

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

SUMMARY: This notice implements 33 CFR 100.1102, “Marine Events on the Colorado River, between Davis Dam (Bullhead City, Arizona) and Headgate Dam (Parker, Arizona),” for the Parker 500 Enduro” listed as “Parker Enduro.”

This event consists of circle races and a marathon race by powerboats 12 to 22 feet in length. These regulations will be effective in the area of the Colorado River known as Parker Strip from Headgate Dam to Badenochs Marina approximately 2.5 miles north. This is a smaller area than that published in 33 CFR 100.1102. Implementation of section 33 CFR 100.1102 is necessary to control vessel traffic in the regulated areas during the event to ensure the safety of participants and spectators.

EFFECTIVE DATE: Section 33 CFR 100.1102 is effective from 11 a.m., on March 9, 1996 and until 6 p.m. on March 10, 1996, unless cancelled earlier by the San Diego Activities Commander.

FOR FURTHER INFORMATION CONTACT: QMC Paul Appleton, U.S. Coast Guard Activities San Diego, California; Tel: (619) 683–6309.

Discussion of Notice

The Parker 500 Enduro is scheduled to occur on March 9 and 10, 1996. These

Special Local Regulations permit Coast Guard control of vessel traffic in order to ensure the safety of spectators and participant vessels. In accordance with the regulations in 33 CFR 100.1102, no spectators shall anchor, block, loiter in, or impede the through transit of participants or official patrol vessels in the regulated area during the effective dates and times, unless cleared for such entry by or through an official patrol vessel.

Dated: February 16, 1996.

R.A. Appelbaum,
Rear Admiral, U.S. Coast Guard, Commander,
Eleventh Coast Guard District.

[FR Doc. 96-4922 Filed 3-1-96; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 165

[CGD07-96-009]

RIN 2115-AE84

Regulated Navigation Area Regulations; Fort Pierce, FL

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary regulated navigation area at the Peter P. Cobb bridge in Fort Pierce, Florida. This regulated navigation area is needed to protect all vessels from a safety hazard created by damage to the Peter P. Cobb bridge and associated debris in the surrounding area. Entry into this zone is prohibited unless authorized by the Captain of the Port, Miami, Florida.

EFFECTIVE DATE: This regulation is effective from 12 p.m. on February 24, 1996 and terminates at 12 p.m. on March 31, 1996.

FOR FURTHER INFORMATION CONTACT: BMC J. L. Belk, Port Management and Response Department, USCG Marine Safety Office Miami, Florida at (305) 536-5693.

SUPPLEMENTARY INFORMATION:

Background and Purpose

At approximately 4 p.m. on November 7, 1995, a vessel allided with the east side of the fender system of the Peter P. Cobb Bridge (also known as the South Bridge) on the Indian River South Section at Fort Pierce, Florida. The center section of the east fender system was destroyed leaving the bridge support piling unprotected. Construction crews are replacing the fender system which was destroyed.

A regulated navigation area has been established on the Indian River South Section which includes the area under

the main span of the bridge extending 100 feet either side of the bridge within the main channel. A previous regulated navigation area (CGD07-95-073) was established for this area. This regulation will terminate at 12 p.m. on February 24, 1996. Since repairs on the Peter P. Cobb bridge have not been completed, a new regulation is needed to continue the repairs without creating unusual hazards on the waterway for vessels traversing the area. This area will have the following restrictions and conditions for vessel traffic.

All barge traffic must obtain permission from the Captain of the Port or his designated representative prior to transiting. Any barges allowed to transit the zone by the Captain of the Port will be required to meet the following conditions: the barge must be assisted by two tugs made fast fore and aft; tugs must be of adequate horse power to fully maneuver the barge; and the zone shall be transited by barge traffic at slack water only. All other vessel traffic shall stay clear of the damaged section of the bridge and the repair work underway.

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 notice of proposed rulemaking and delay of effective date would be contrary to public interest because immediate action is necessary to prevent vessels from alliding with the bridge support pilings, causing potential danger to the public.

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 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) (44FR 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.

Small Entities

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

owned and operated 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 section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no information collection requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*)

Federalism

The action has been analyzed under the principles and criteria contained in executive order 12612 and has 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 action and has determined pursuant to Section 2.B.2. of Commandant Instruction M16475.1B that this action is categorically excluded from further environmental documentation. A categorical exclusion checklist and categorical exclusion determination have been completed and are available for inspection and copying.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (waters), Reporting and recordkeeping requirements, Safety measures, Waterways.

Final Regulations

For the reasons set out in the preamble the Coast Guard amends 33 CFR Part 165 as follows:

PART 100—[AMENDED]

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. A new temporary § 165.T07-009 is added to read as follows:

§ 165.T07-009 Regulated Navigation Area; Indian River South Section, Peter P. Cobb Bridge, Fort Pierce, FL.

(a) *Location.* The following area is a regulated navigation area:

All waters under the main bridge span extending 100 feet either side of the bridge within the main channel.

(b) *Regulations.* In accordance with general regulations in § 165.11 of this