

because a full opening of the retractable span may be demanded at any time.

This change merely alleviates the bridge owner from providing full openings unless such an opening is specified by the master of a vessel. This is contrary to normal operations which mandate full opening for any request for passage. Because the only comment was in support of the proposed amendment, this final rule is being adopted as originally proposed.

Regulatory Evaluation

This rule is not a significant regulatory action under 3(f) of Executive Order 12866 and does not require an assessment of potential cost 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 rule to be so minimal that a full regulatory evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This expectation is based on the fact that most vessels only need a 300-foot opening and that vessels needing a 600-foot opening will be able to obtain one promptly by requesting it from the bridgetender on duty.

Small Entities

The Coast Guard finds that the impact on small entities, if any, is not substantial. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this action will not have a significant impact on a significant number of small entities.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501–3520).

Federalism

The Coast Guard has analyzed this action under 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 considered the environmental impact of this rule and concluded that, under section 2.B.2.e. of Commandant Instruction M16475.B, this rule is categorically excluded from further environmental documentation. A "Categorical Exclusion

Determination" is available in the docket for inspection or copying.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

For the reasons set out in the preamble, the Coast Guard amends part 117 of title 33, Code of Federal Regulations, as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g); section 117.255 also issued under the authority of Pub. L. 102–587, 106 Stat. 5039.

2. Paragraph (a) of section 117.1045 is revised to read as follows:

§ 117.1045 Hood Canal.

* * * * *

(a) The draw shall open on signal if at least one hour's notice is given. The draw shall be opened horizontally for 300 feet unless the maximum opening of 600 feet is requested.

* * * * *

Dated: July 29, 1997.

J. David Spade,

*Rear Admiral, U.S. Coast Guard Commander,
13th Coast Guard District.*

[FR Doc. 97–21258 Filed 8–11–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD09–97–008]

RIN–2115–AE47

Drawbridge Operation Regulations; Grand River, MI

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is revising the regulation governing the operations of the CSX Transportation bridge and U.S. Route 31 bridge, miles 2.8 and 2.9, respectively, over the Grand River in Grand Haven, MI. This rule was initiated at the request of the cities served on Grand River to relieve vehicular traffic congestion and still provide for the reasonable needs of navigation, especially during rush-hour periods. Additionally, the Coast Guard has reduced the required time that a vessel must provide advance notice from 24 hours to 12 hours during winter months for both bridges.

DATES: This regulation is effective on August 16, 1997.

ADDRESSES: Documents concerning this regulation are available for inspection and copying at 1240 East Ninth Street, Room 2019, Cleveland, OH 44199–2060 between 6:30 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (216) 902–6084.

FOR FURTHER INFORMATION CONTACT: Mr. Robert W. Bloom, Project Manager, Bridge Branch at (216) 902–6084.

SUPPLEMENTARY INFORMATION:

Regulatory History

The Coast Guard published a notice of proposed rulemaking (NPRM) on Friday, April 18, 1997 (62 FR 19082). Currently, the U.S. Route 31 bridge is required to open on signal 3 minutes before to 3 minutes after the hour and half-hour between 6:03 a.m. and 9:03 p.m. for recreational vessels. Under the proposed schedule, the bridge would be required to open on signal for recreational vessels once an hour, on the half-hour, 7 days a week, from 6:30 a.m. to 8:30 p.m., except the bridge need not open at 7:30 a.m., 12:30 p.m., and 5:30 p.m. on Mondays, Tuesdays, Thursdays, and Fridays. On Wednesdays, the bridge need not open at 7:30 a.m., to 12:30 p.m. and 4:30 p.m. As before, the bridge will open on signal for commercial vessel traffic.

In addition to the proposed schedule of openings for recreational vessel traffic at the U.S. 31 bridge, the NPRM outlined the change to the advance notice requirement for vessels requesting openings at the CSX Transportation and U.S. Route 31 bridges between December 15 and March 15 each year. In order to provide uniform guidelines for mariners and satisfy the needs of increased commercial vessel traffic on Grand River, the advance notice requirement for vessels requesting openings during winter months is reduced from 24 hours to 12 hours at both bridges.

No comments were received in response to the NPRM. A public hearing was not requested and, therefore, was not held.

A notice of temporary deviation from regulations was approved by the District Commander and published in the **Federal Register** on Friday, May 9, 1997 (62 FR 25514). The temporary deviation schedule was effective between May 15 and August 15, 1997. The temporary deviation schedule was identical to the proposal in the NPRM and the provisions of this final rule. Comments concerning the temporary hours were

solicited from the public. The Coast Guard received no comments.

The Coast Guard determined that the proposed schedule satisfies the needs of all entities operating on Grand River and the rule is unchanged from the NPRM.

The Coast Guard finds that in accordance with 5 U.S.C. 553, good cause exists to make this final rule effective in less than 30 days. The Coast Guard has received no comments concerning this revision and it is in the best public interest to have this rule in force at the end of the authorized temporary deviation period, which expires on August 15, 1997.

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) (44 FR 11040; February 26, 1979).

The Coast Guard expects the economic impact of this rule 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 small businesses that are not dominant in their field and otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Since the revised schedule was requested by the primary municipalities served on Grand River after extensive research and consultation with maritime users and businesses, the economic impact of this rule is expected to be minimal. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this rulemaking will not have a significant impact on a substantial number of small entities.

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 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 Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under section 2.B.2.e.(32)(e) of Commandant Instruction M16475.1B, promulgation of operating requirements or procedures for drawbridges is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 117

Bridges.

For reasons set out in the preamble, part 117 of title 33, Code of Federal Regulations, is amended as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g); Section 117.255 also issued under the authority of Pub. L. 102–587, 106 Stat. 5039.

2. Section 117.633 is amended by revising paragraphs (b) and (c) to read as follows:

§ 117.633 Grand River.

* * * * *

(b) The draw of the CSX Transportation Corp. railroad bridge, mile 2.8 at Grand Haven, shall open on signal; except that, from December 15 through March 15, the draw shall open on signal if at least 12 hours notice is given.

(c) The draw of the U.S. Route 31 bridge, mile 2.9 at Grand Haven, shall open on signal for pleasure craft—

(1) From March 16 through December 14, from 6:30 a.m. to 8:30 p.m., seven days a week, once an hour, on the half-hour; except the draw need not open for pleasure craft at 7:30 a.m., 12:30 p.m., and 5:30 p.m. on Monday, Tuesday, Thursday, and Friday, and at 7:30 a.m., 12:30 p.m., and 4:30 p.m. on Wednesday.

(2) From December 15 through March 15, if at least 12 hours notice is given.

* * * * *

Dated: July 25, 1997.

J.F. McGowan,

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

[FR Doc. 97–21259 Filed 8–11–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[COTP Los Angeles-Long Beach, CA; 97–005]

RIN 2115-AA97

Safety Zone; San Pedro Bay, CA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone in the navigable waters of the United States within the entire Port of Los Angeles inside the federal breakwater. This safety zone is established due to the potential increased navigational risk during a period when pilot service is limited or unavailable.

Movements of vessels, 300 Gross Tons or greater, into or within this safety zone are prohibited unless specifically authorized by the Captain of the Port.

DATES: This regulation will be in effect from Saturday, July 14, 1997 until Wednesday, October 15, 1997.

ADDRESSES: Marine Safety Office Los Angeles-Long Beach, 165 N. Pico Ave., Long Beach, CA 90802.

FOR FURTHER INFORMATION CONTACT: Commander Chet Hartley, Assistant Chief, Port Operations, Marine Safety Office-Group Los Angeles-Long Beach at (562) 980–4448.

SUPPLEMENTARY INFORMATION: 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 its effective date would be contrary to the public interest since the details of the Los Angeles Pilot work stoppage were not provided to the Coast Guard until a date fewer than 30 days prior to the work stoppage date.

Discussion of Regulation

The Coast Guard Captain of the Port is aware that members of the Los Angeles Pilot Service have commenced a work stoppage as of approximately 10:45 p.m. July 11, 1997. As a result, the LA Pilot Service can only make available two management pilots to service vessel movements. Consequently, it is expected that the demand for pilots will exceed availability and that vessels may experience delays in obtaining pilotage services. In addition, traffic management services normally provided