

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 the 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, as these regulations will be in effect for less than six hours in a limited area of Hillsborough Bay.

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 small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their field, and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under section 605(b) that this rule will not have a significant effect upon a substantial number of small entities, because the regulations are in effect for only six hours in a limited part of Hillsborough Bay.

Collection of Information

This rule contains 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 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 concluded 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 in the docket for inspection or copying.

List of Subject in 33 CFR Part 100

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

Temporary Regulations

In consideration of the foregoing, the Coast Guard amends 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 section 100.35T-07-002 is added to read as follows:

§ 100.35-T07-002 Special Local Regulations, Hillsborough Bay, Tampa, FL

(a) *Regulated Area:* A regulated area is established in Hillsborough Bay, which consists of all waters east of a line drawn from Gadsen Point south to E. G. Simmons Park, at position 27-44.8 N, 082-28.3 W, then to the northern end of Hillsborough Bay. All coordinates referenced use Datum: NAD 83. Additionally, the regulated area includes the following, in their entirety: Hillsborough Cut "D" Channel, Sparkman Channel, Ybor Channel, Seddon Channel and the Hillsborough River south of the Cass Street Bridge.

(b) *Special Local Regulations:*

(1) Entry into the regulated area is closed to all commercial marine traffic from 10 a.m. to 2:30 p.m. EST on February 7, 1998.

(2) The regulated area is an idle speed, "no wake" zone.

(3) All vessels within the regulated area shall stay clear of and give way to all vessels in parade formation in the Gasparilla Marine Parade.

(4) When within the marked channels of the parade route, vessels participating in the Gasparilla Marine Parade may not exceed the minimum speed necessary to maintain steerage.

(5) Jet skis and vessels without mechanical propulsion are prohibited from the parade route.

(6) Northbound vessels of length in excess of 80 feet and without mooring arrangements made prior to February 7, 1998, are prohibited from entering Seddon Channel, unless the vessel is officially entered in the Gasparilla Marine Parade. All northbound vessels, not officially entered in the Gasparilla Marine Parade, in excess of 80 feet without prior mooring arrangements

must use the alternate route through Sparkman Channel.

(c) *Dates:* These regulations become effective at 9 a.m. and terminate at 2:30 p.m. EST on February 7, 1998.

Dated: January 21, 1998.

R.C. Olsen, Jr.,

Captain, U.S. Coast Guard Commander, Seventh Coast Guard District Acting.

[FR Doc. 98-2589 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-98-005]

Drawbridge Operation Regulation; Upper Mississippi River

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the Clinton Railroad Drawbridge, mile 518.0, Upper Mississippi River at Clinton, Iowa. This deviation allows the bridge to remain closed to navigation with requests for bridge openings made 24 hours in advance. Requests can be made by calling the Clinton Yardmaster's office at 319-244-3204 anytime; the bridge on weekdays from 7:00 a.m. to 3:30 p.m. at 319-244-3269; or during office hours at 630-876-2797. This closure is necessary to perform annual maintenance work.

DATES: The deviation is effective from December 12, 1997 until March 6, 1998.

FOR FURTHER INFORMATION CONTACT:

Roger K. Wiebusch, Bridge Administrator, Director, Western Rivers Operations, (314) 539-3900, extension 378.

SUPPLEMENTARY INFORMATION: The Clinton Railroad Drawbridge at Clinton, Iowa has a vertical clearance of 18.7 feet above normal pool in the closed to navigation position and 65.0 feet in the open position. Navigation on the waterway consists primarily of commercial tugs with tows.

The Union Pacific Railroad has requested a temporary deviation from the normal operation of the bridge for the annual maintenance of the bridge.

This deviation requires the draw of the Clinton Railroad Drawbridge to remain closed to navigation from December 12, 1997 until March 6, 1998 with a 24 hour advance notice for an opening. The drawbridge operation

regulations, when not amended by a deviation, require that the drawbridge is required to open on signal.

Dated: January 20, 1998.

T.W. Josiah,

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

[FR Doc. 98-2600 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-98-006]

Drawbridge Operation Regulation; Upper Mississippi River, U.S. Highways 136/218, IA/IL

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the Keokuk Drawbridge across the Upper Mississippi River at mile 364.0 at Keokuk, Iowa. This deviation allows the bridge to open upon receipt of 24 hours advance notice from Tuesday, December 30, 1997, through Saturday, February 28, 1998. This deviation is necessary to facilitate maintenance work on the bridge's mechanical and electrical systems.

DATES: The deviation is effective from December 30, 1997, through February 28, 1998.

FOR FURTHER INFORMATION CONTACT:

Roger K. Wiebusch, Bridge Administrator, Director, Western Rivers Operations, (314) 539-3900, extension 378.

SUPPLEMENTARY INFORMATION: Keokuk Drawbridge spans the downstream entrance to Lock 19. It provides a vertical clearance of 25.2 feet above the normal pool in the closed to navigation position. The bridge must open in order for commercial vessels to transit Lock 19. Lock 19 is closed for maintenance from January 5, 1998, until February 7, 1998. Locks 14, 15 and 25 are also closed to navigation for maintenance from December 15, 1997 until March 6, 1998. These lock closures curtail most commercial vessel activity on the Upper Mississippi River upstream from Lock 25, Mile 241.4. Local marine industries have stated they anticipate no problems with the deviation provided the bridge opens on receipt of 24 hours advance notice.

This deviation allows the draw of the Keokuk Drawbridge to remain closed to navigation from December 30, 1997 through February 28, 1998 with openings provided upon 24-hour advance notice. The drawbridge operation regulations, when not amended by a deviation, require that the drawbridge open on signal.

Dated: January 20, 1998.

T. W. Josiah,

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

[FR Doc. 98-2602 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-98-002]

Drawbridge Operation Regulation; Upper Mississippi River

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the Burlington Railroad Drawbridge at mile 403.1, across the Upper Mississippi River. This deviation amends the federal drawbridge operation regulations to require a six-hour advance notice to open for the period of 12:01 a.m., December 31, 1997 to 12:01 a.m., March 1, 1998. This action is necessary in order for the bridge to undergo required maintenance. Winter conditions on the Upper Mississippi River, coupled with the closure of many Corps of Engineers' locks until March of 1998, will preclude any significant navigation demands for bridge openings.

DATES: The deviation is effective from 12:01 a.m., December 31, 1997 to 12:01 a.m., March 1, 1998.

FOR FURTHER INFORMATION CONTACT:

Roger K. Wiebusch, Bridge Administrator, Director, Western Rivers Operations, (314) 539-2900, extension 378.

SUPPLEMENTARY INFORMATION: The Burlington Railroad Drawbridge swingspan has a vertical clearance of 21.5 feet above normal pool in the closed to navigation position. Navigation on the waterway consists primarily of commercial tows and recreational watercraft. This change in drawbridge operation has been coordinated with the commercial

waterway industry and fleeting operations in the area. Use of the waterway by these groups is curtailed during lock closures and ice formation in the winter months. The Burlington Railroad Drawbridge is located between Locks 18 and 19 which will be closed during the period. Performing maintenance on this bridge during the winter when no vessels are impacted is preferred to bridge closures or advance notification requirements during the commercial navigation season.

This deviation is for the period 12:01 a.m., December 31, 1997 to 12:01 a.m., March 1, 1998. It requires that six hour advance notice be made for the swingspan of the Burlington Railroad Drawbridge to open. The drawbridge operation regulations, when not amended by a deviation, require that the drawbridge open on-demand.

Dated: January 20, 1998.

T.W. Josiah,

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

[FR Doc. 98-2599 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-98-003]

Drawbridge Operation Regulation; Upper Mississippi River

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the Rock Island Railroad and Highway swing span drawbridge, Mile 482.9, Upper Mississippi River. This deviation allows the drawbridge to remain closed to navigation from 8 a.m. on December 31, 1997 until 8 a.m. on February 28, 1998. This action is necessary in order to perform annual maintenance and repair work on the bridge.

DATES: The deviation is effective from 8 a.m. on December 31, 1997 until 8 a.m. on February 28, 1998.

FOR FURTHER INFORMATION CONTACT:

Roger K. Wiebusch, Bridge Administrator, Director, Western Rivers Operations, (314) 539-3900, extension 378.

SUPPLEMENTARY INFORMATION: The Rock Island Railroad and Highway Drawbridge has a vertical clearance of