

## Background and Purpose

On May 8, 1999, the Department of Army Rock Island Arsenal requested a temporary change to the operation of the Rock Island Railroad and Highway Drawbridge across the Upper Mississippi River, Mile 482.9 at Davenport, Iowa. The Rock Island Arsenal requested that the drawbridge be permitted to remain closed to navigation from 7:30 a.m. to 11:30 a.m. on September 26, 1999. During this time participants in the Quad City Marathon will cross the bridge.

The Rock Island Railroad Drawbridge navigation span has a vertical clearance of 23.8 feet above normal pool in the closed-to-navigation position. Navigation on the waterway consists primarily of commercial tows and recreational watercraft. Presently, the draw opens on signal for passage of river traffic.

A short comment period of thirty days is being provided for interested parties to express their views. The comment period will allow affected individuals in the local areas to participate in the rulemaking and will allow the Coast Guard to publish a final rule prior to the event. If comments are received, the Coast Guard may change this proposed rule.

## Regulatory Evaluation

This temporary 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. The Office of Management and Budget has not reviewed it 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 temporary rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. This is because river traffic is not likely to be delayed more than four hours.

## Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. Sec. 601 *et seq.*), the Coast Guard must consider whether this temporary rule will have a significant economic impact on a substantial number of small entities. "Small entities" may include small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and governmental jurisdictions with populations of less than 50,000.

Because it expects the impact of this action to be minimal, the Coast Guard certifies under 5 U.S.C. Sec. 605(b), that this action will not have a significant economic impact on a substantial number of small entities.

## Collection of Information

This temporary rule does not provide for a collection-of-information requirement under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

## Federalism

The Coast Guard has analyzed this temporary rule under the principles and criteria contained in Executive Order 12612, and has determined that this temporary rule does not raise sufficient implications of federalism to warrant the preparation of a Federalism Assessment. The authority to regulate the permits of bridges over the navigable waters of the U.S. belongs to the Coast Guard by Federal statutes.

## Environmental

The Coast Guard considered the environmental impact of this temporary rule and concluded that under Figure 2-1, paragraph 32(e) of Commandant Instruction M16475.1C, this temporary rule is categorically excluded from further environmental documentation. A Categorical Exclusion Determination is available in the docket for inspection or copying where indicated under ADDRESSES.

## List of Subject in 33 CFR Part 117

Bridges.

For the reasons set out in the preamble, the Coast Guard proposes to amend 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. Sec. 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. Effective 7:30 a.m. to 11:30 a.m. on September 26, 1999, § 117.T388 is added to read as follows:

### § 117.T388 Upper Mississippi River.

The Rock Island Railroad and Highway Drawbridge, at mile 482.9, Upper Mississippi River, opens on signal, except that from 7:30 a.m. to 11:30 a.m. on September 26, 1999, the drawspan need not open for vessel traffic and may be maintained in the closed-to-navigation position.

Dated: July 2, 1999.

**Paul J. Pluta,**

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

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

**46 CFR Parts 10, 15, 90, 98, 125-134, 170, 174, and 175**

[USCG-1999-5951]

### Offshore Supply Vessels

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meeting; request for comments.

**SUMMARY:** The Coast Guard announces a public meeting to discuss potential revisions to its Offshore Supply Vessel (OSV) regulations. The meeting will focus on the possible establishment of International Tonnage Convention (ITC) tonnage values for OSVs; additional standards for larger OSV including licensing and manning; and standards for crewboats as a new category of OSVs. The Coast Guard encourages interested persons to participate by providing oral or written comments.

**DATES:** The meeting will be held on August 26, 1999 from 9 a.m. to 1 p.m. The meeting may close early if all business is finished. Written comments and related material must reach the Docket Management Facility on or before September 21, 1999.

**ADDRESSES:** The meeting will be held in 12th Floor Conference Room, Room 1242, Eight Coast Guard District Office, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396.

You may submit your written comments and related material by one of the following methods:

(1) By mail to the Docket Management Facility, (USCG-1999-4974), U.S. Department of Transportation, Room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001.

(2) By hand to Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

(3) By fax to the Docket Management Facility at 202-493-2251.

(4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

The Docket Management Facility maintains the public docket for this notice. Comments and documents, as indicated in this notice, will become part of this docket and will be available for inspection or copying at Room PL-401 on the Plaza Level of the Nassif Building at the same address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may electronically access the public docket for this notice on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** For information concerning this notice or public meeting, contact Mr. Jim Magill, Project Manager, Office of Operating and Environmental Standards, U.S. Coast Guard Headquarters, telephone 202-267-1082 or LT Charles Srioudom, Office of Operating and Environmental Standards, U.S. Coast Guard Headquarters, telephone 202-267-2498. For questions on viewing, or submitting material to the docket, contact Dorothy Walker, Chief, Documentary Services Division, U.S. Department of Transportation, telephone 202-366-9329.

#### **SUPPLEMENTARY INFORMATION:**

##### **Request for Comments**

The Coast Guard encourages you to participate by submitting comments and related material, and by attending the public meeting. If you submit written comments, please include your name and address, identify the docket number for this notice (USCG-1999-XXXX), indicate the specific section of the **Federal Register** notice announcing this meeting to which each comment applies, and give the reason for each comment. You may submit your written comments and material by mail, hand, fax, or electronic means to the Docket Management Facility at the address under **ADDRESSES**; but please do not submit the same comment or material by more than one means. If you submit them by mail or hand, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know they were received, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

##### **Information on Service for Individuals with Disabilities**

For information on facilities or services for individuals with disabilities or to request special assistance at the public meeting, contact LT Charles Srioudom at the address or phone

number under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

##### **Background and Purpose**

The Coast Guard published a final rule entitled "Offshore Supply Vessels" on September 19, 1997 (62 FR 49308). Since the publication of this rule, industry identified a need to determine a tonnage breakpoint, appropriate additional standards for larger OSV including licensing and manning, and to bring crew boats under the regulations as OSV. The purpose of this notice is to receive public comments pertaining to OSVs of 500 gross tons (U.S. Regulatory Tonnage) but less than 6,000 gross tons (ITC).

##### **Areas of Concern**

The Coast Guard invites comments pertaining to OSV regulations from interested persons. To help facilitate a productive public meeting, we offer the following subjects for consideration; interested persons may address meeting attendants with additional comments:

(1) What ITC tonnage value should be considered as equivalent to the present 500 gross tons (U.S. Regulatory Tonnage) value as the breakpoint between large and small OSVs? Does the figure of 3,000 gross tons (ITC) make good logic as it ties in with the STCW threshold value?

(2) Is there a need to establish regulations for conventional OSVs to carry more than 36 offshore workers, given the fact that the revised regulations will bring crew boats carrying up to 150 offshore workers under subchapter L? The new revision could also establish regulations for liftboats allowing more than 36 offshore workers onboard while jacked up.

(3) Would the establishment of dual certification to meet OSV and crewboat regulations make sense? This could, for example, allow dual certificated OSVs to carry unlimited fuel, maximum 36 offshore workers on one leg of a voyage, and carry more than 36 offshore workers under the crewboat regulations on the return leg of the voyage.

(4) Should OSVs of 500 gross tons (U.S. Regulatory Tonnage) but less than 6,000 gross tons (ITC) meet the requirements of 46 CFR Subchapter L and additional requirements from Subchapter I (Industrial Vessels) that are applicable to OSVs carrying less than 36 offshore workers?

(5) If OSVs of 500 gross tons (U.S. Regulatory Tonnage) but less than 6,000 gross tons (ITC) abide by both Subchapter L and Subchapter I requirements, what structural fire protection, fire detection, and lifesaving

equipment should be required to maintain vessel safety?

(6) If OSVs of 500 gross tons (U.S. Regulatory Tonnage) but less than 6,000 gross tons (ITC) abide by both Subchapter L and Subchapter I requirements, what accommodations should be provided for offshore workers assigned to the vessel for more than 24 hours? and

(7) Discussion is invited as to whether we should retain the current regulatory licensing structure for Masters and Mates up to 3,000 gross tons (ITC) and add a new licensing structure for over 3,000 gross tons (ITC) OSVs, requiring more training and experience?

Dated: July 15, 1999.

**Howard L. Hime,**

*Acting Director of Standards, Marine Safety and Environmental Protection.*

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## **DEPARTMENT OF DEFENSE**

### **48 CFR Parts 245 and 252**

[DFARS Case 99-D019]

#### **Defense Federal Acquisition Regulation Supplement; General Property, Plant, and Equipment**

**AGENCY:** Department of Defense (DoD).

**ACTION:** Advance notice of proposed rulemaking.

**SUMMARY:** The Director of Defense Procurement is soliciting comments from Government and industry personnel on contemplated revisions to the Defense Federal Acquisition Regulation Supplement (DFARS) to obtain data that will enable DoD to comply with the financial reporting requirements of the Chief Financial Officer's Act. The DFARS revisions would require contractors to furnish information on other real property, industrial plant equipment, other plant equipment, and software acquired or produced for performance of a cost-reimbursement or time-and-material contract. The reporting requirement is limited to reportable items or systems having an acquisition cost of \$100,000 or more.

**DATES:** Interested parties should submit written comments to the address shown below no later than September 7, 1999. Electronically submitted comments are preferred.

**ADDRESSES:** Interested parties should submit written comments to: Deputy Director, Major Policy Initiatives, Room 3E144, the Pentagon, Washington, DC 20301-3060, ATTN: Ms. Angelena Moy,